

# ROAD SAFETY AUDIT

Route 18 at Route 139

Town of Abington

July 2011

Prepared for:  
Massachusetts Department of Transportation



Prepared by:  
Howard/Stein-Hudson Associates  
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Boston, MA 02111



# Table of Contents

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<b>Background .....</b>	<b>2</b>
<b>Project Data .....</b>	<b>2</b>
<b>Project Location Description and Crash Summary .....</b>	<b>3</b>
<b>Road Safety Audit Observations and Potential Enhancements .....</b>	<b>5</b>
Safety Issue #1.    Traffic Signal Indications, Phasing, and Clearance Intervals .....	5
Safety Issue #2.    Access Management .....	7
Safety Issue #3.    Pavement Markings and Signage.....	9
Safety Issue #4.    Utility Pole Placement .....	11
Safety Issue #5.    Other General Observations.....	12
<b>Recommendations .....</b>	<b>13</b>

## List of Appendices

Appendix A.	RSA Meeting Agenda
Appendix B.	RSA Audit Team Contact List
Appendix C.	Detailed Crash Data
Appendix D.	Additional Information

## List of Figures

Figure 1.	Locus Map.....	4
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## List of Tables

Table 1.	Participating Audit Team Members .....	2
Table 2.	Summary of Potential Safety Enhancements .....	14

## Background

The intersection of Bedford Street (Route 18) and Randolph Street/North Avenue (Route 139) in the Town of Abington, Massachusetts is listed as #24 according to the Massachusetts Department of Transportation's (MassDOT) *2006-2008 Statewide Top 200 Intersection Crash List*. As such, the MassDOT conducted a Road Safety Audit (RSA) to identify the safety issues and potential safety enhancements.

Route 18 between Highland Avenue in Weymouth and Route 139 in Abington is currently in the preliminary design phase for a widening and reconstruction project (#601630), with construction anticipated to begin in Spring 2013. The RSA is intended to identify potential safety improvements that can either be evaluated and included as part of the current design process or considered as part of future reconstruction efforts at the intersection. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation prior to reconstruction, as appropriate.

## Project Data

The audit team conducted an RSA for the intersection of Route 18 and Route 139 on Thursday, July 14, 2011. The RSA agenda appears in **Appendix A. Table 1** lists the audit team members and their affiliations. **Appendix B** provides contact information for all team members.

**Table 1. Participating Audit Team Members**

<b>Audit Team Member</b>	<b>Agency/Affiliation</b>
Kenan Connell	Abington Highway Department
Jack Caine	Abington Highway Department
Bob O'Keefe	Abington Police Department
John Nuttall	Abington Fire Department
Bill McNulty	Old Colony Planning Council
Bruce Hughes	Old Colony Planning Council
Brian Ackley	TetraTech
J. Michael Garvin	TetraTech
John Romano	MassDOT Municipal Liaison
Donny Dailey	MassDOT Municipal Public Affairs
Edward Feeney	MassDOT District 5 Traffic
Alex Lovejoy	MassDOT District 5 Traffic
Barbara Lachance	MassDOT District 5 Traffic
Lisa Schletzbaum	MassDOT Highway Division Safety Section
Joe SanClemente	Howard/Stein-Hudson Associates

## Project Location Description and Crash Summary

The intersection of Bedford Street (Route 18) and Randolph Street/North Avenue (Route 139) is located in the Town of Abington, as shown in the aerial image in **Figure 1**. The intersection is located approximately four miles south of Route 3 (Exit 16). Commercial uses are located on all four corner of the intersection and the Abington Fire Department is located approximately 900 feet north of the intersection on Route 18.

Route 18 at Route 139 is a four-way signalized intersection. The Bedford Street (Route 18) eastbound approach consists of one shared left-turn/through lane, one through lane, and one dedicated right-turn lane. The North Avenue (Route 139) westbound approach consists of one shared left-turn/through lane and one shared through/right-turn lane. Wales Street intersects North Avenue from the northeast at an acute angle approximately 100 feet east of Route 18; Wales Street operates under yield control. The Bedford Street (Route 18) northbound and southbound approaches each consist of an exclusive left-turn lane, one through lane, and one shared through/right turn lane.

The intersection forms the junction of the following roadways, which are categorized according to MassDOT Office of Transportation Planning functional classifications:

***Bedford Street (Route 18)*** is an urban principal arterial and falls under MassDOT jurisdiction. Bedford Street is a north–south roadway and is dedicated as Route 18. Within the vicinity of the intersection, Route 18 generally consists of one travel lane in each direction. The speed limit along Route 18 is 35 miles per hour (mph) per the speed regulations.

***Randolph Street (Route 139)*** is an urban principal arterial and falls under Town jurisdiction. Randolph Street is an east–west roadway. Within the vicinity of the intersection, Randolph Street consists of one travel lane in each direction. The speed limit along Randolph Street is 30 mph per the speed regulations.

***North Avenue (Route 139)*** is an urban minor arterial and falls under Town jurisdiction. North Avenue an east–west roadway. Within the vicinity of the intersection, North Avenue consists of one travel lane in each direction. The speed limit along North Avenue is 30 mph per the speed regulations.

***Wales Street*** is a local roadway and falls under Town jurisdiction. Wales Street is an east–west roadway. Within the study area, Wales Street consists of 1 travel lane in each direction.

Prior to the RSA, in order to begin assessing possible safety issues, the team reviewed collision diagrams and a crash detail summary based on crash records supplied by the Abington Police Department and the Registry of Motor Vehicles. From January 2008 through December 2010, 79 crashes were reported at the intersection. Of the 79 crashes, a majority were angle type crashes (39 or approximately 49%), rear-end (20 or approximately 26%), and sideswipe same direction crashes (6 or approximately 8%). Crashes generally occurred on dry pavement (48, or nearly 61%) in clear weather conditions (41, or nearly 52%) and under good lighting conditions (daylight or lighted roadway) (65 or 82%). Approximately 24% of the crashes (or 19) occurred on wet or snow covered pavement. **Appendix C** provides the detailed crash data for the intersection. Speed regulations and traffic volume data are presented in **Appendix D**.



**Figure 1. Locus Map**





## Road Safety Audit Observations and Potential Enhancements

Based on field observations on Thursday, July 14, 2011, the RSA team determined that the intersection of Route 18 at Route 139 has the following issues that affect safety:

- Traffic signal indications, phasing, and clearance intervals;
- Access management;
- Pavement markings;
- Signage;
- Utility pole placement; and
- Limited pedestrian accessibility.

The following sections describe in more detail the safety issues and enhancements determined during the RSA. Several of these issues require further study and engineering judgment to determine the feasibility of implementing enhancements to address them.

### Safety Issue #1. Traffic Signal Indications, Phasing, and Clearance Intervals

#### Observations:

The Route 139 eastbound and westbound approaches currently allow for permissive left turns only; protected left turns are not provided. RSA team members commented that it can be difficult for motorists to find an acceptable gap in the passing traffic stream to make a left-turn and noted that motorists do not have a dedicated left-turn lane.

According to the crash records, 12 of the crashes (or approximately 15%) involved motorists that failed to stop at the red light. Of these 12 crashes, 10 (or 83%) involved vehicles traveling along either the Route 139 eastbound or westbound approach. During field observations, the RSA team noted that vehicles making left-turns at the Route 139 eastbound and westbound approaches often queue in the middle of the intersection while waiting to find an acceptable gap in the passing traffic stream. Many of these



***Left-turns from Route 139 eastbound.***

left-turning vehicles were observed traveling through the intersection during the red phase, which may have contributed to the crash experience at the intersection.

According to traffic volume data collected by MassDOT at the intersection during April 2011, left-turns at the Route 139 eastbound approach reach between approximately 100 and 120 vehicles per hour during the morning and evening peak periods– slightly above the 100 left-turns per hour minimum requirement for an exclusive left-turn lane per the *MassDOT 2006 Project Development & Design Guide*. Meanwhile, left turns at the Route 139 westbound approach are generally below the 100 left-turns per hour threshold during the peak periods.

Lastly, the RSA team also noted that some of the light emitting diodes (LED's) are not working on several of the traffic signal indications making them less visible.

### Enhancements:

1. Evaluate clearance intervals at all of the intersection approaches per Institute of Transportation Engineers (ITE) standards (short-term).
2. Consider the appropriateness of providing an advance left turn phase, and associated signal equipment upgrades, for the Route 139 eastbound approach to allow for a protected left-turn in addition to the permissive left-turn (short-term).
3. Review the safety and operational benefits/impacts of adding an exclusive left-turn lane for the Route 139 eastbound approach.
4. Maintain LED traffic signal indications to ensure visibility.

## Safety Issue #2. Access Management

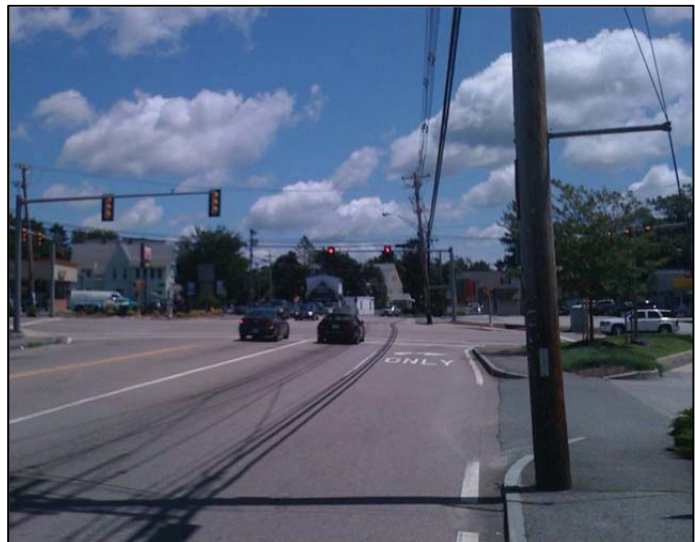
### Observations:

The intersection of Route 18 at Route 139 currently has commercial uses located on each of the four corners of the intersection resulting in numerous curb cuts in the vicinity of the intersection. Of the 79 crashes reported at the intersection, 32 crashes (or nearly 41%) occurred at commercial driveways adjacent to the intersection. The RSA team noted the following with respect to access management at the Mobil and Sunoco gas station driveways:

#### **Mobil Gas Station**

The largest concentration of the crashes at the commercial driveways occurred at the intersection of the Mobil gas station driveway and Randolph Street (Route 139) with nine crashes reported between January 2008 and December 2010. Of these nine crashes, seven were angle type crashes involving eastbound through traffic and vehicles making left-turns out of the Mobil driveway onto Route 139.

Route 139 eastbound consists of one travel lane to the west of the intersection and widens to three lanes in the vicinity of the Mobil driveway to allow for one shared left-turn/through lane, one through lane, and an exclusive right-turn lane at the intersection with Route 18. Thus, motorists making the left turn out of the Mobil driveway onto Route 139 need to cross three travel lanes. According to RSA team members, a motorist traveling along Route 139 eastbound may stop to allow a vehicle to make the left-turn out of the Mobil driveway; however, a second or third vehicle traveling in one of the other eastbound lanes may not expect, or be able to perceive and react to, a left-turning vehicle exiting left from the driveway. Likewise, a motorist making a left-turn out of the Mobil driveway onto Route 139 may not be able to see vehicles traveling in all three of the eastbound lanes if a first vehicle stops to allow them to make the turn.



***Wide cross-section on Route 139 adjacent to Mobil.***



### **Sunoco Gas Station**



***Sunoco Driveway on Route 18***

driveway apron when trying to judge an adequate gap in the Route 18 northbound traffic stream (three lanes) to safely make a left-turn.

The Sunoco gas station, located on the southeast corner of the intersection, is constructed at a slightly higher elevation than Route 18 resulting in a fairly steep vertical grade change at the driveway accessing the site. The RSA team noted that the grade change at the driveways result in vehicles entering the gas station at a slower rate of speed in an effort to avoid scraping the bottom of their vehicle. Motorists, unfamiliar with the location, may not expect the need to slow down at the

### **Enhancements:**

1. The audit team was in agreement that this location warrants serious consideration of restricting left-turns from the Mobil Driveway onto Randolph Street (Route 139).
2. Consider the safety benefits of restricting Route 18 southbound left-turns into the Sunoco Driveway if crash experience worsens/continues. Also consider any resulting impacts on heavy vehicle access (e.g., fuel deliveries).

## Safety Issue #3. Pavement Markings and Signage

### Observations:

During field observations the RSA team noted that there is a crest vertical curve in the alignment of Route 18 just north of the intersection in the vicinity of where the roadway widens from one to three travel lanes in the southbound direction to allow for a turning lane and an additional turning lane at the intersection. As a result, the vertical curve reduces the visibility of the southbound vehicles queued for a red light.

An RSA team member also noted that the lane lines do not extend past the vertical curve. Thus, motorists unfamiliar with the intersection may not anticipate the need to change lanes, or that they are arriving at an intersection approach until they have already arrived. According to the crash records, there were eight rear-end crashes and four sideswipe (same direction) crashes reported involving vehicles at the Route 18 southbound approach. Unclear lane use designations may have contributed to these crashes. However, during field observations an RSA team member did note that a mandatory movement lane control sign indicating “Left Lane Must Turn Left” (R3-7) was posted. After the audit, a review of the original design plan shows a dotted white lane line (DWLL) proposed to delineate the left-turn only lane.

Lastly, each of the intersection departures has two receiving lanes that taper to one travel lane. The RSA team noted that the pavement markings in each of the merge areas are either worn or missing. In addition, no supplemental signage is provided warning motorists of the merge such as Lane Ends symbol signage (W4-2) and/or Right Lane Ends (W9-1) or Lane Ends Merge Left (W9-2).



***Crest vertical curve limits sight lines of Route 18 southbound approach and lane designations.***

### Enhancements:

1. Add a DWLL, as originally designed, to provide delineation of the Route 18 southbound left-turn lane.
2. Evaluate the feasibility of installing an Advance Intersection Lane Control (R3-8) sign along Route 18 southbound to provide additional lane use information.
3. Evaluate the appropriateness/feasibility of installing broken white lane line pavement markings at each of the receiving lanes to delineate the two travel lanes.
4. Consider the appropriateness of installing warning signage (e.g., Lane Ends symbol signage (W4-2) and/or Right Lane Ends (W9-1) or Lane Ends Merge Left (W9-2)) at each of the receiving lanes to warn drivers of the lane reduction.

## Safety Issue #4. Utility Pole Placement

### Observations:

The RSA team noted that the utility poles located on the northeast, northwest, and southeast corners of the intersection are positioned close to the curbline. According to the crash records, there was one crash reported involving a motorist that hit the utility located on the southeast corner of the intersection.

During field observations, the RSA team also noted that the wiring on the utility poles (across the intersection) partially inhibits the view of the signal indications in the Route 18 northbound and southbound direction.



***Utility pole located close to the edge of the roadway on the southeast corner of the intersection.***

Finally, the team noted that the presence of a utility pole and a traffic signal foundation on the northwest corner of the intersection significantly reduces the effective width of the sidewalk.

### Enhancements:

1. Relocate utility poles at intersection further away from the edge of the roadway if there is space within the right-of-way and where feasible. Consider the placement of the utility lines and poles with respect to the visibility of the traffic signal indications and the impact on the effective width of the sidewalk.



## Safety Issue #5. Other General Observations

### Observations:

The RSA team also noted the following general observations with respect to overgrown vegetation and curb ramps:

**Overgrown Vegetation** – the RSA team noted that the visibility of the following signage was obstructed by overgrown vegetation:

- Route 18 guide signage along North Avenue (Route 139)/Wales Street westbound;
- Route 18 guide signage along Randolph Street (Route 139) eastbound; and
- Route 139 guide signage along Route 18 southbound.



***Overgrown vegetation obstructs view of guide signage at along the North Ave./Wales St. westbound approaches.***

**Curb Ramps** – an RSA team member noted that the curb ramps at the intersection do not have truncated dome tactile detectable warning surfaces.

### Enhancements:

1. Maintain vegetation to improve visibility of guide signage along all approaches to the intersection.
2. Install truncated dome tactile detectable warning surfaces at all curb ramps per the *MassDOT 2006 Project Development & Design Guide*.

## Recommendations

Based on its observations and discussions, the RSA team identified the issues and possible enhancements that could improve safety at the intersection of Bedford Street (Route 18) and Randolph Street/North Avenue (Route 139) in the Town of Abington, Massachusetts. Further design work or consideration may be necessary to determine the feasibility of making some of the improvements.

**Short-term enhancements** include:

- Evaluate and adjust clearance intervals as appropriate;
- Add protected left-turn phasing;
- Improve access management by adding turn restrictions;
- Extend and improve lane markings;
- Improve signing;
- Replace LEDs on traffic signal indication; and
- Trim vegetation overgrowth.

To enhance the safety of the intersection, the **long-term enhancements** are to:

- Widen the Route 139 eastbound approach for an exclusive left-turn lane; and
- Relocate utility poles.

**Table 2** summarizes these safety issues, possible enhancements, estimated safety payoff, time frame, cost, and responsibility. Safety payoff estimates are based on engineering judgment and are categorized as low, medium, and high. The time frame is categorized as short-term (<1 year), mid-term (1 to 3 years), or long-term (typically >3 years). Long-term improvements are typically considered to be substantial improvements with an expected time frame for implementation greater than 3 years. The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,000).

The RSA is intended to identify potential safety improvements that can either be evaluated and included as part of the current design process for the Route 18 widening project or considered as part of future reconstruction efforts at the intersection. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation prior to reconstruction, as appropriate.

**Table 2. Summary of Potential Safety Enhancements**

<b>Safety Issue</b>	<b>Safety Enhancement</b>	<b>Safety Payoff</b>	<b>Time Frame</b>	<b>Cost</b>	<b>Responsible Party</b>
Traffic Signal Indications, Phasing, and Clearance Intervals	Evaluate clearance intervals at all of the intersection approaches per Institute of Transportation Engineers (ITE) standards (short-term).	High	Short-term	Low	MassDOT
	Consider the appropriateness of providing an advance left turn phase, and associated signal equipment upgrades, for the Route 139 eastbound approach to allow for a protected left-turn in addition to the permissive left-turn (short-term).	High	Short-term	Medium	Town of Abington/MassDOT
	Review the safety and operational benefits/impacts of adding an exclusive left-turn lane for the Route 139 eastbound approach.	Medium	Long-term	High	MassDOT
	Maintain LED traffic signal indications to ensure visibility.	Low	Short-term	Low	MassDOT
Access Management	The audit team was in agreement that this location warrants serious consideration of restricting left-turns from the Mobil Driveway onto Randolph Street (Route 139).	High	Short-term	Low	Town of Abington/MassDOT
	Consider the safety benefits of restricting Route 18 southbound left-turns into the Sunoco Driveway if crash experience worsens/continues. Also consider any resulting impacts on heavy vehicle access (e.g., fuel deliveries).	Low	Short-term	Low	Town of Abington/MassDOT
	Add a DWLL, as originally designed, to provide delineation of the Route 18 southbound left-turn lane.	Low	Short-term	Low	MassDOT
Pavement Markings and Signage	Evaluate the feasibility of installing an Advance Intersection Lane Control (R3-8) sign along Route 18 southbound to provide additional lane use information.	Low	Short-term	Low	MassDOT
	Evaluate the appropriateness/feasibility of installing broken white lane line pavement markings at each of the receiving lanes to delineate the two travel lanes.	Low	Short-term	Low	MassDOT
	Consider the appropriateness of installing warning signage (e.g., Lane Ends symbol signage (W4-2) and/or Right Lane Ends (W9-1) or Lane Ends Merge Left (W9-2)) at each of the receiving lanes to warn drivers of the lane reduction.	Low	Short-term	Low	MassDOT

Table 2. Summary of Potential Safety Enhancements (continued)

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Party
Utility Pole Placement	Relocate utility poles at intersection further away from the edge of the roadway if there is space within the right-of-way and where feasible. Consider the placement of the utility lines and poles with respect to the visibility of the traffic signal indications and the impact on the effective width of the sidewalk.	Low	Long-term	High	Town of Abington/ MassDOT
Other General Observations	Maintain vegetation to improve visibility of guide signage along all approaches to the intersection.	Low	Short-term	Low	Town of Abington/ MasDOT
	Install truncated dome tactile detectable warning surfaces at all curb ramps per the MassDOT 2006 Project Development & Design Guide.	Low	Short-term	Low	MassDOT



## Appendix A. RSA Meeting Agenda

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# Agenda

## Road Safety Audit

Abington – Bedford St (Rt 18) and Randolph St (Rt 139)

Meeting Location: Abington Police Dept.

215 Central Street, Abington

Thursday, July 14, 2011

10:00 AM – 12:00 PM

Type of meeting:

Road Safety Audit

Attendees:

Invited Participants to Comprise a Multidisciplinary Team

Please bring:

Thoughts and Enthusiasm!!

10:00 AM

Welcome and Introductions

10:15 AM

Review of Site Specific Material

- Crash & Volume Summaries and speed regulations
- Existing Geometries and Conditions

10:45 AM

Visit the Site

- Drive to the intersection of Bedford Street (Rt 18) and Randolph Street/North Avenue (Rt 139)
- As a group, identify areas for improvement

11:30 AM

Completion of RSA

- Finalize discussion on all areas for improvement
- Discuss potential improvements with pros and cons and record possible countermeasures

12:00 PM

Adjourn for the Day – but the RSA has not ended

### Instructions for Participants:

- Before attending the RSA on July 14th, participants are encouraged to drive / walk through the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

## Appendix B. RSA Audit Team Contact List

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## Participating Audit Team Members

Date:	Thursday, July 14, 2011	Location: Abington Police Department, 215 Central Street, Abington, MA		
Audit Team Members	Agency/Affiliation	E-mail Address	Phone Number	
Kenan Connell	Abington	KConnell@abingtonma.gov	(781) 982-2115	
Jack Caine	Abington Highway	JCaine@abingtonma.gov	(781) 389-6820	
Bob O'Keefe	Abington Police Department	bokeefe@abingtonpolice.org	(781) 878-3232	
John Nuttall	Abington Fire Department	jnutall@abingtonma.gov	(781) 982-2117	
Bill McNulty	Old Colony Planning Council	wmcnulty@ocpcrpa.org	(508) 583-1833 x207	
Bruce Hughes	Old Colony Planning Council	bhughes@ocpcrpa.org	(508) 583-1833 x203	
Brian Ackley	TetraTech	Brian.ackley@tetrattech.com	(508) 903-2032	
J. Michael Garvin	TetraTech	Michael.garvin@tetrattech	(508) 903-2000	
John Romano	MassDOT Municipal Liaison	John.romano@state.ma.us	(617) 973-7028	
Donny Dailey	MassDOT Municipal Public Affairs	'Donny.Dailey@state.ma.us'	(617) 945-4525	
Edward Feeney	MassDOT District 5 Traffic	Edward.feeney@state.ma.us	(508) 884-4242	
Alex Lovejoy	MassDOT District 5 Traffic	Alex.lovejoy@state.ma.us	(774) 219-4914	
Barbara Lachance	MassDOT District 5 Traffic	barbara.lachance@state.ma.us	(508) 884-4260	
Lisa Schletzbaum	MassDOT Highway Division Safety Section	lisa.schletzbaum@state.ma.us	(617) 973-7685	
Joe SanClemente	Howard/Stein-Hudson Associates	js@hshassoc.com	(617) 348-3334	

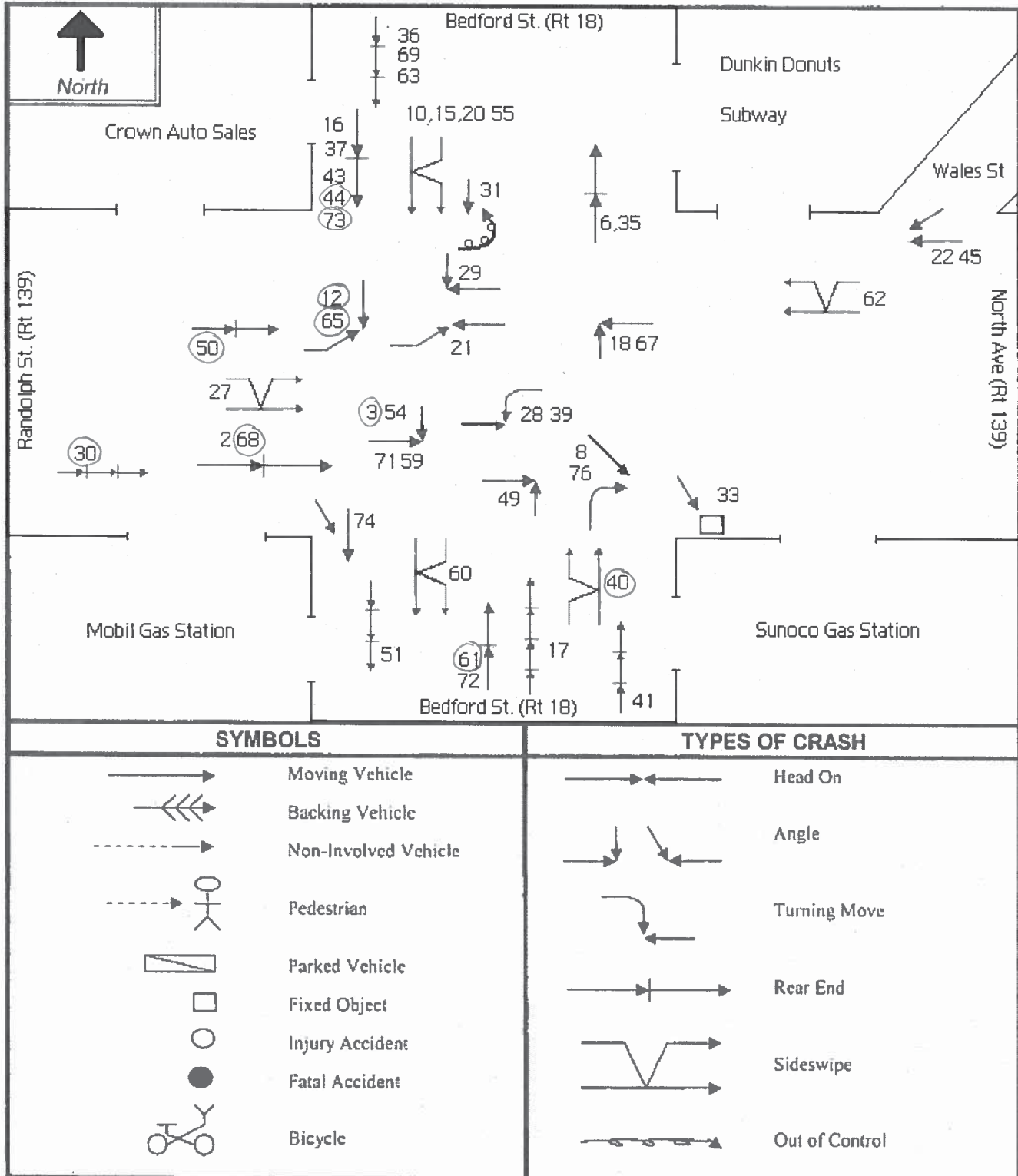


## Appendix C. Detailed Crash Data

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## COLLISION DIAGRAM

CITY/TOWN : Abington DATE PREPARED 06 / 01 / 2011  
 REGION: OCPC PREPARED BY: J.P.Y  
 ROADWAY NAMES: Bedford St. (Rt 18) and Randolph St/North Ave (Rt 139) (INTERSECTION)  
 TIME PERIOD ANALYZED: 01 / 06 / 2008 to 12 / 28 / 2010  
 SOURCE OF CRASH REPORTS: Abington Police Department and R.M.V.



## COLLISION DIAGRAM

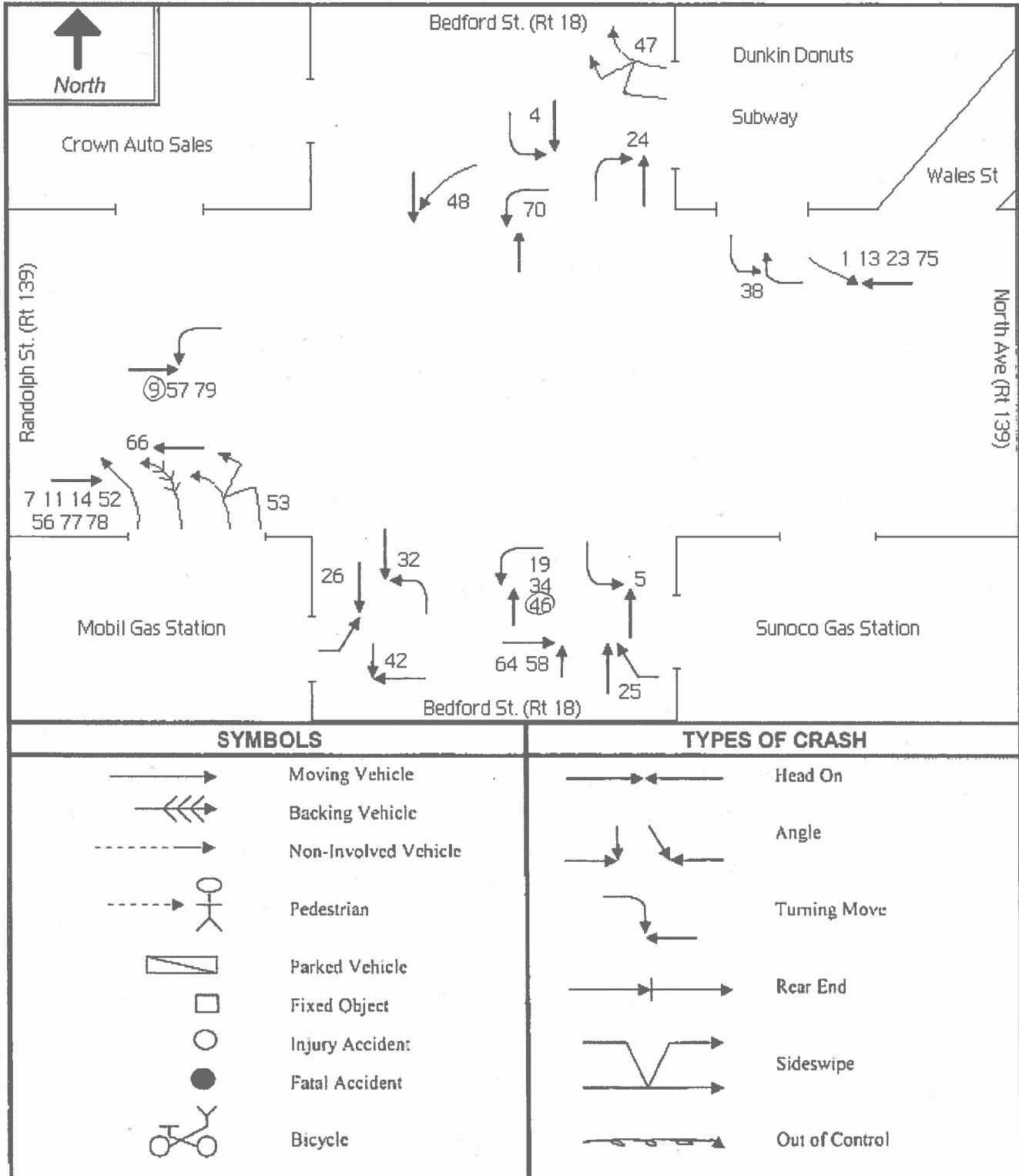
CITY/TOWN : Abington DATE PREPARED: 06 / 01 / 2011

REGION: OCPC PREPARED BY: J.P.Y

ROADWAY NAMES: Bedford St. (Rt 18) and Randolph St/North Ave (Rt 139)(ENTRANCE/EXIT)

TIME PERIOD ANALYZED: 01 / 06 / 2008 to 12 / 28 / 2010

SOURCE OF CRASH REPORTS: Abington Police Department and R.M.V.



# Crash Data Summary Table

Intersection of Rt 18 and Rt 139; Abington, MA

January 2008- December 2010

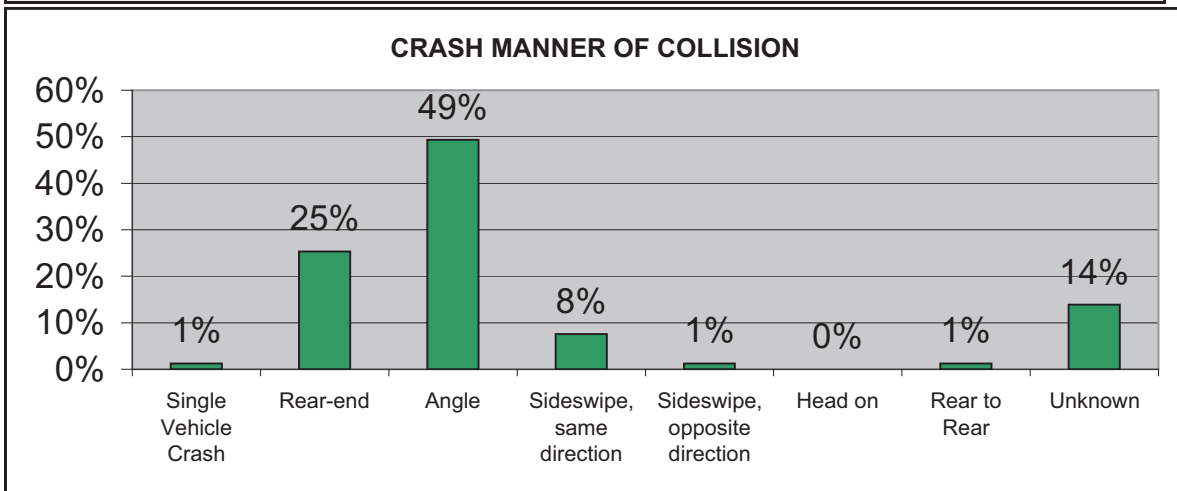
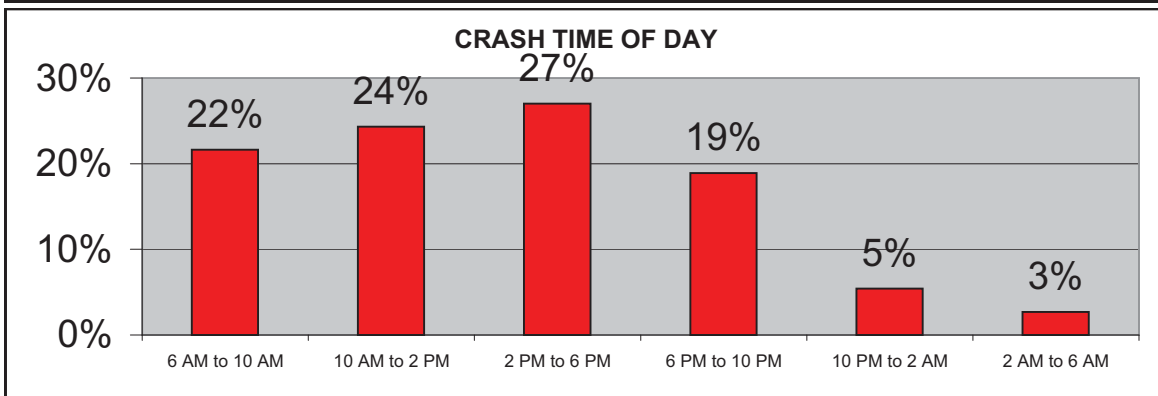
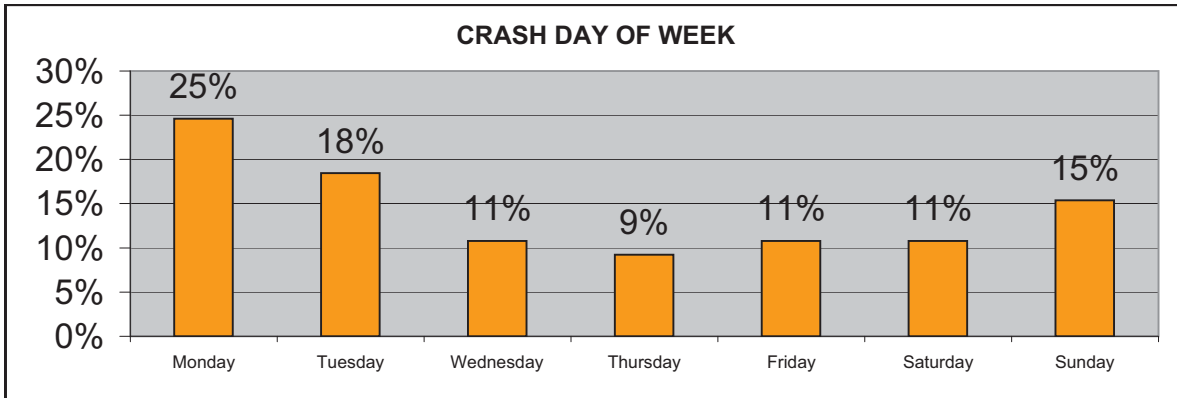
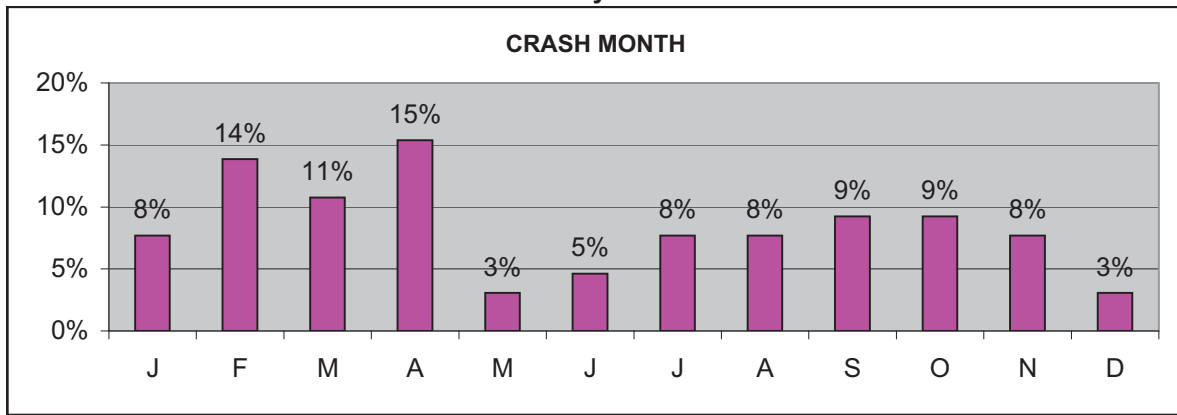
#	Crash Date	Crash Day	Time of Day	Manner of Collision	Light Condition	Weather Condition	Road Surface	Driver Contributing Code	Ages	Comments
1	1/6/08	Sunday	12:12 PM	Angle	Daylight	Cloudy	Dry	No Improper Driving	36	Exiting Dunkin Donuts
2	1/14/08	Monday	8:40 AM	Rear-end	Daylight	Snow	Snow	No Improper Driving	65	Slippery surface
3	1/19/08	Saturday	11:14 AM	Angle	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	54	Vehicle failed to stop at red light
4	2/1/08	Friday	6:50 PM	Rear-end	Dark - lighted roadway	Rain	Water (standing, moving)	Inattention	35	Entering Dunkin Donuts
5	2/8/08	Friday	8:33 AM	Unknown	Unknown	Unknown	Unknown	Unknown		Entering Sunoco Gas Station
6	2/11/08	Monday	8:07 AM	Rear-end	Daylight	Clear	Dry	Followed too closely	43	
7	2/12/08	Tuesday	8:07 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	58	
8	2/25/08	Monday	6:34 PM	Sideswipe, same direction	Daylight	Clear	Dry	No Improper Driving	51	Failed to yield right of way
9	3/7/08	Friday	4:09 PM	Angle	Daylight	Clear	Dry	Failure to keep in proper lane or running off road	20	Entering Mobil Gas Station
10	3/13/08	Thursday	8:27 PM	Sideswipe, same direction	Daylight	Clear	Dry	Made an improper turn	22	Left lane sideswiping right lane
11	3/29/08	Saturday	5:26 PM	Angle	Dusk	Rain	Wet	Failed to yield to right of way	26	
12	4/14/08	Monday	7:44 AM	Angle	Daylight	Clear	Dry	Inattention	62	Vehicle failed to stop at red light
13	4/20/08	Sunday	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		Exiting Dunkin Donuts
14	4/20/08	Sunday	1:45 PM	Angle	Daylight	Clear	Dry	No Improper Driving	32	Exiting Mobil Gas Station
15	4/26/08	Saturday	12:00 AM	Rear-end	Dark - lighted roadway	Clear	Dry	No Improper Driving	23	N.H. plate, hit and run, Left lane Sideswiping right lane
16	4/29/08	Tuesday	4:10 PM	Rear-end	Daylight	Rain	Wet	Inattention	35	Operator stopped short & refused to follow an unidentified vehicle that disregarded the red light
17	5/28/08	Wednesday	Unknown	Unknown	Unknown	Unknown	Unknown	Inattention		
18	6/8/08	Sunday	2:32 PM	Angle	Daylight	Cloudy	Dry	Inattention	80	Vehicle failed to stop at red light
19	7/3/08	Thursday	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		Exiting Sunoco (907 Bedford St.)
20	7/7/08	Monday	2:54 PM	Sideswipe, same direction	Daylight	Clear	Dry	No Improper Driving	43	Failure to use care when changing lanes, Right lane sideswiping left lane
21	7/24/08	Thursday	8:05 AM	Angle	Daylight	Cloudy	Wet	Failed to yield to right of way	39	
22	7/24/08	Thursday	6:16 PM	Angle	Daylight	Rain	Wet	No Improper Driving	59	
23	8/3/08	Sunday	1:12 PM	Angle	Daylight	Cloudy	Dry	Failed to yield to right of way	19	
24	8/19/08	Tuesday	10:30 PM	Sideswipe, same direction	Dark - lighted roadway	Rain	Wet	Failure to keep in proper lane or running off road	28	Entering Dunkin Donuts
25	8/22/08	Friday	11:38 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	41	Exiting Sunoco
26	9/8/08	Monday	7:25 AM	Angle	Daylight	Cloudy	Wet	No Improper Driving	21	Exiting Mobil, hit and run
27	9/8/08	Monday	7:03 PM	Rear-end	Daylight	Clear	Dry	No Improper Driving	25	Hit and run
28	9/16/08	Tuesday	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		
30	10/21/08	Tuesday	7:27 PM	Rear-end	Dark - lighted roadway	Rain	Wet	Failed to yield to right of way	70	Vehicle failed to stop at red light
31	10/23/08	Thursday	4:53 PM	Sideswipe, opposite direction	Dusk	Rain	Wet	Driving too fast for conditions	57	Wet road caused out of control vehicle
32	10/23/08	Thursday	6:25 PM	Angle	Dark - lighted roadway	Clear	Dry	Failed to yield to right of way	23	Entering Mobil Gas Station
33	10/31/08	Friday	9:38 AM	Single Vehicle Crash	Daylight	Clear	Dry	Made an improper turn	50	Dump truck w/ trailer took too wide of turn into telephone pole
34	11/4/08	Tuesday	10:20 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	45	Exiting Sunoco Gas Station
35	11/5/08	Wednesday	7:25 AM	Rear-end	Daylight	Clear	Dry	No Improper Driving	24	Stop short after uninvolved vehicle exited Dunkin Donuts
36	11/17/08	Monday	2:52 PM	Rear-end	Daylight	Rain	Wet	Followed too closely	19	Vehicles slid on wet road
37	11/25/08	Tuesday	5:51 PM	Rear-end	Dark - lighted roadway	Rain	Wet	Inattention	20	
38	11/30/08	Sunday	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		Exiting Dunkin Donuts
39	12/12/08	Friday	7:58 PM	Angle	Dark - lighted roadway	Clear	Dry	Failed to yield to right of way	17	
40	12/17/08	Wednesday	5:01 PM	Sideswipe, same direction	Dark - lighted roadway	Clear	Dry	No Improper Driving	25	
41	1/2/09	Friday	6:51 PM	Rear-end	Dark - lighted roadway	Clear	Wet	Followed too closely	25	43
42	2/7/09	Saturday	8:46 PM	Angle	Dark - lighted roadway	Clear	Dry	No Improper Driving	unk	Hit and run
43	2/25/09	Wednesday	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown		Approx. 325 feet from intersection
44	3/25/09	Wednesday	4:27 PM	Rear-end	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	34	Failed to stop at red light
45	3/29/09	Sunday	12:00 AM	Angle	Dark - lighted roadway	Clear	Dry	Inattention	32	unk



#	Crash Date	Crash Day	Time of Day	Manner of Collision	Light Condition	Weather Condition	Road Surface	Driver Contributing Code	Ages	Comments
46	4/6/09	Monday	6:50 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	61 39	
47	4/26/09	Sunday	10:40 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	22 38	Both vehicles exiting Dunkin Donuts
48	5/2/09	Saturday	9:15 AM	Angle	Daylight	Cloudy	Dry	Made an improper turn	29 20	
49	6/16/09	Tuesday	4:02 PM	Angle	Daylight	Cloudy	Dry	Disregarded traffic signs, signals, road markings	29 54	Failed to stop at red light
50	6/29/09	Monday	11:34 AM	Rear-end	Daylight	Cloudy	Dry	Followed too closely	45 28	
51	7/25/09	Saturday	5:05 PM	Rear-end	Daylight	Cloudy	Dry	Inattention	31 52	
52	8/2/09	Sunday	2:33 PM	Angle	Daylight	Clear	Dry	Unknown	19 18	
53	8/3/09	Monday	7:18 PM	Angle	Daylight	Clear	Dry	Unknown	28	Hit and run
54	9/14/09	Monday	8:56 PM	Angle	Dark - lighted roadway	Rain	Wet	Disregarded traffic signs, signals, road markings	27 19 33	Failed to stop at red light
55	9/28/09	Monday	7:21 AM	Angle	Daylight	Clear	Dry	Unknown	27 22	Failure to merge, left lane sideswiping right lane
56	9/30/09	Wednesday	10:11 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	46 29	Exiting Mobil Gas Station
57	10/3/09	Saturday	12:01 PM	Angle	Daylight	Rain	Wet	Failed to yield to right of way	21 22 52	Entering Mobil Gas Station
58	1/6/10	Wednesday		Unknown	Unknown	Unknown	Unknown	Unknown		
59	2/1/10	Monday	9:25 AM	Angle	Daylight	Cloudy	Dry	Disregarded traffic signs, signals, road markings	41 46	Failed to stop at red light
60	2/9/10	Tuesday	2:08 PM	Sideswipe, same direction	Daylight	Clear	Dry	Unknown	58 43	
61	3/15/10	Monday	10:52 PM	Rear-end	Dark - lighted roadway	Rain	Wet	Operating Vehicle in erratic, reckless, careless, negligent, or aggressive manner	23 49	Hit and run
62	3/30/10	Tuesday	8:37 AM	Angle	Daylight	Rain	Wet	Failure to keep in proper lane or running off road	40 34	
63	4/4/10	Sunday	10:44 AM	Rear-end	Daylight	Clear	Dry	Operating defective equipment	44 24 62	Defective Brakes
64	4/13/10	Tuesday	5:32 PM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	51 37	Exiting Mobil Gas Station
65	4/26/10	Monday	8:34 AM	Angle	Daylight	Clear	Dry	Unknown	22 33	Both drivers claim to have green light
66	5/6/2010	Saturday	6:21 PM	Rear to Rear	Daylight	Rain	Wet	Inattention	54 65	
67	5/17/2010	Monday	7:56 AM	Angle	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	30 38	Failed to stop at red light
68	5/18/2010	Tuesday	9:09 AM	Rear-end	Daylight	Clear	Dry	Followed too closely	32 37	Driver took eyes off road
69	6/10/2010	Thursday	12:45 PM	Rear-end	Daylight	Clear	Dry	Followed too closely	55 38 87	
70	7/18/2010	Sunday		Unknown	Unknown	Unknown	Unknown	Unknown		Vehicle exited Dunkin Donuts at a high rate of speed
71	8/6/2010	Friday	1:21 PM	Angle	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	61 29	Failed to stop at red light
72	9/11/2010	Saturday	3:43 PM	Rear-end	Daylight	Clear	Dry	Inattention	20 22	
73	9/16/2010	Thursday	12:27 PM	Rear-end	Daylight	Clear	Dry	No Improper Driving	41 38	
74	11/29/2010	Monday		Unknown	Unknown	Unknown	Unknown	Unknown		
75	12/9/2010	Thursday	4:05 PM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	59 18	
76	12/13/2010	Monday		Unknown	Unknown	Unknown	Unknown	Unknown		
77	12/16/2010	Thursday	6:52 PM	Angle	Dark - lighted roadway	Clear	Dry	Failed to yield to right of way	22 60	Exiting Mobil Gas Station
78	12/24/2010	Friday	1:11 PM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	32 24	
79	12/29/2010	Tuesday	2:53 PM	Angle	Daylight	Clear	Snow	Failed to yield to right of way		Exiting Mobil Gas Station

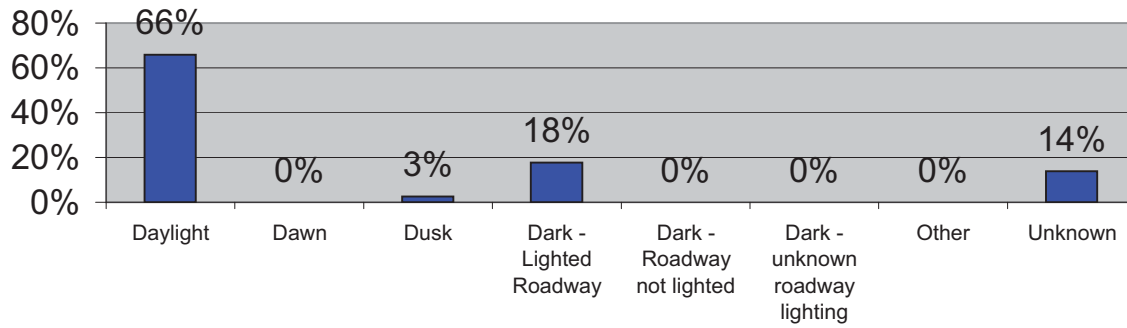
Summary based on Crash Reports obtained from the Abington Police Department & the Registry of Motor Vehicles

## Crash Data Summary Tables and Charts

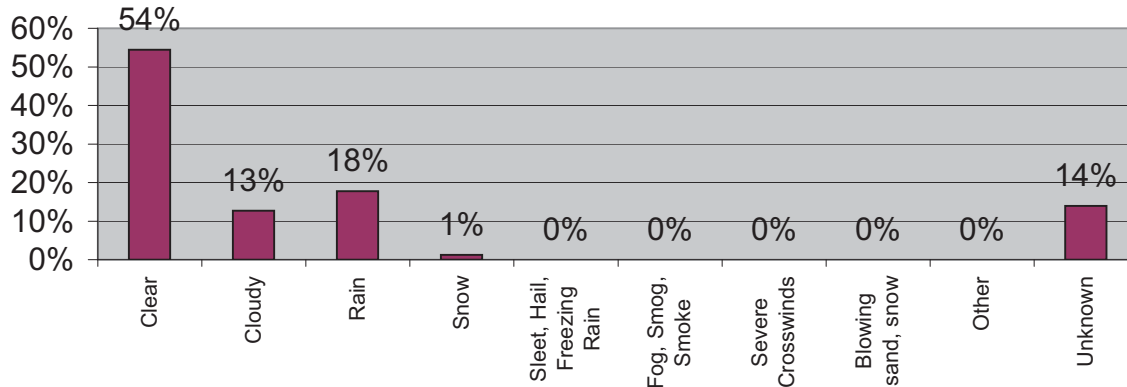


## Crash Data Summary Tables and Charts

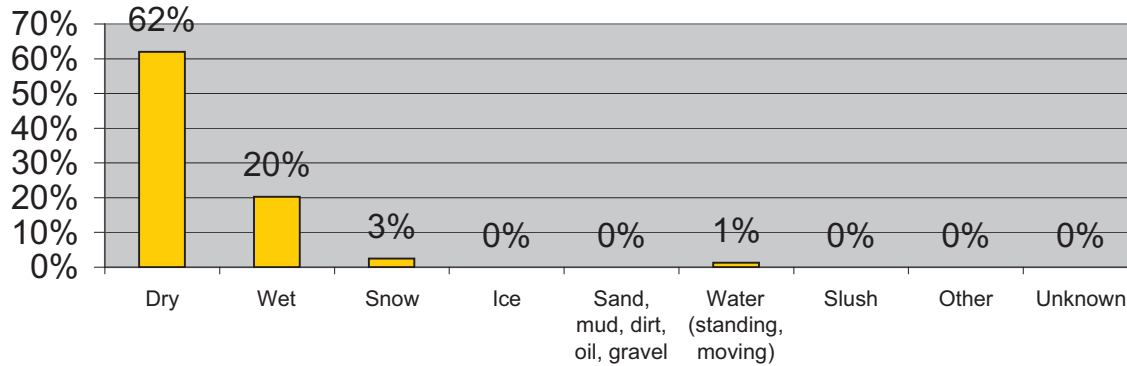
### CRASH LIGHT CONDITION



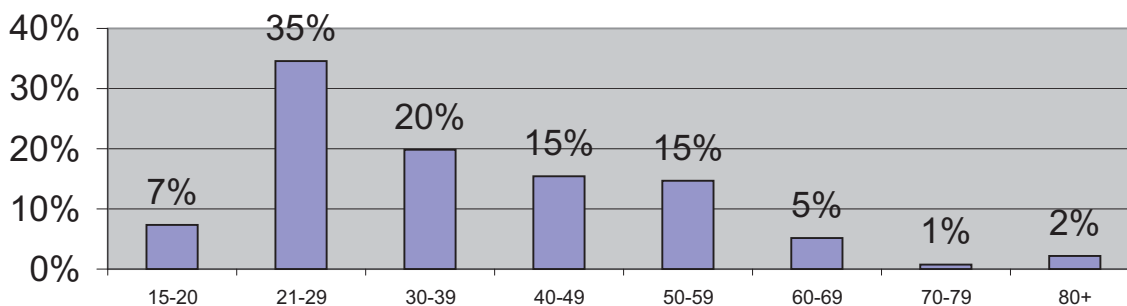
### CRASH WEATHER CONDITION



### CRASH ROAD SURFACE



### CRASH DRIVER AGES



## Appendix D. Additional Information

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# Massachusetts Department of Transportation - Highway Division

## Statewide Traffic Data Collection

City/Town: Abington  
Location: Route 18 & Route 139  
Counter #: D4-1120, D4-2552  
Project #: S11-023

File Name : S11-023 Abington  
Site Code : 00011023  
Start Date : 4/27/2011  
Page No : 1

### Groups Printed- Cars + Pedestrians - Trucks + Buses

	Route 18 From North					Route 139 From East					Route 18 From South					Route 139 From West					
Start Time	Right #2	Thru #3	Left #4	Peds #1	App. Total	Right #6	Thru #7	Left #8	Peds #5	App. Total	Right #10	Thru #11	Left #12	Peds #9	App. Total	Right #14	Thru #15	Left #16	Peds #13	App. Total	Int. Total
06:30 AM	22	73	10	1	106	16	151	5	0	172	13	176	71	0	260	18	62	23	0	103	641
06:45 AM	18	75	10	0	103	17	112	20	0	149	9	180	47	0	236	22	71	21	1	115	603
Total	40	148	20	1	209	33	263	25	0	321	22	356	118	0	496	40	133	44	1	218	1244
07:00 AM	12	117	9	1	139	6	131	13	1	151	15	209	69	0	293	86	66	18	0	170	753
07:15 AM	18	128	15	1	162	15	138	17	3	173	19	221	72	4	316	56	81	25	0	162	813
07:30 AM	30	128	18	1	177	12	144	29	2	187	11	202	72	0	285	27	88	19	0	134	783
07:45 AM	26	124	15	0	165	13	110	5	0	128	13	146	66	0	225	36	120	32	0	188	706
Total	86	497	57	3	643	46	523	64	6	639	58	778	279	4	1119	205	355	94	0	654	3055
08:00 AM	21	126	9	0	156	13	103	6	0	122	8	175	77	0	260	36	105	28	0	169	707
08:15 AM	19	117	21	0	157	19	134	16	0	169	17	174	47	0	238	30	103	27	0	160	724
08:30 AM	15	110	10	0	135	16	69	12	0	97	14	163	42	0	219	29	89	31	0	149	600
08:45 AM	23	114	21	0	158	17	86	17	0	120	12	163	36	0	211	48	79	27	0	154	643
Total	78	467	61	0	606	65	392	51	0	508	51	675	202	0	928	143	376	113	0	632	2674
09:00 AM	17	101	9	2	129	10	81	21	0	112	21	154	46	0	221	41	76	24	0	141	603
09:15 AM	14	117	9	0	140	10	75	15	0	100	14	165	45	0	224	35	65	20	0	120	584
*** BREAK ***																					
Total	31	218	18	2	269	20	156	36	0	212	35	319	91	0	445	76	141	44	0	261	1187
*** BREAK ***																					
02:30 PM	17	158	14	0	189	18	82	21	0	121	28	135	46	0	209	74	113	21	0	208	727
02:45 PM	17	166	20	1	204	21	82	28	0	131	10	135	52	0	197	82	89	33	0	204	736
Total	34	324	34	1	393	39	164	49	0	252	38	270	98	0	406	156	202	54	0	412	1463
03:00 PM	15	154	18	4	191	22	69	12	0	103	16	151	38	0	205	36	79	21	1	137	636
03:15 PM	23	186	19	0	228	13	96	21	0	130	17	153	52	1	223	48	98	26	1	173	754
03:30 PM	21	162	19	0	202	17	89	31	0	137	20	137	57	0	214	62	109	23	0	194	747
03:45 PM	23	161	20	0	204	13	102	25	2	142	18	134	45	2	199	58	117	32	0	207	752
Total	82	663	76	4	825	65	356	89	2	512	71	575	192	3	841	204	403	102	2	711	2889
04:00 PM	19	191	15	1	226	21	71	16	1	109	17	144	57	3	221	54	117	21	0	192	748
04:15 PM	30	202	22	0	254	21	109	23	1	154	15	148	38	3	204	60	118	26	1	205	817
04:30 PM	16	160	18	1	195	22	101	11	2	136	15	119	40	3	177	50	136	24	0	210	718
04:45 PM	26	197	13	1	237	19	119	23	0	161	14	141	58	2	215	54	122	16	0	192	805
Total	91	750	68	3	912	83	400	73	4	560	61	552	193	11	817	218	493	87	1	799	3088
05:00 PM	18	174	32	1	225	18	110	24	0	152	24	166	42	0	232	74	146	30	0	250	859
05:15 PM	30	217	33	0	280	10	120	17	0	147	27	179	47	0	253	59	136	22	0	217	897
05:30 PM	25	191	27	0	243	13	111	26	0	150	4	152	54	2	212	71	135	28	1	235	840
05:45 PM	25	174	26	1	226	29	93	19	6	147	14	136	26	0	176	73	141	26	0	240	789
Total	98	756	118	2	974	70	434	86	6	596	69	633	169	2	873	277	558	106	1	942	3385
06:00 PM	33	183	24	2	242	17	68	16	3	104	18	134	32	4	188	65	130	32	1	228	762
06:15 PM	20	165	23	0	208	27	73	15	0	115	15	131	35	0	181	62	134	35	0	231	735
Grand Total	593	4171	499	18	5281	465	2829	504	21	3819	438	4423	1409	24	6294	1446	2925	711	6	5088	20482
Apprch %	11.2	79	9.4	0.3		12.2	74.1	13.2	0.5		7	70.3	22.4	0.4		28.4	57.5	14	0.1		
Total %	2.9	20.4	2.4	0.1	25.8	2.3	13.8	2.5	0.1	18.6	2.1	21.6	6.9	0.1	30.7	7.1	14.3	3.5	0	24.8	
Cars + Pedestrians	554	4012	474	16	5056	428	2735	488	21	3672	414	4270	1349	24	6057	1381	2820	673	6	4880	19665
% Cars + Pedestrians	93.4	96.2	95	88.9	95.7	92	96.7	96.8	100	96.2	94.5	96.5	95.7	100	96.2	95.5	96.4	94.7	100	95.9	96
Trucks + Buses	39	159	25	2	225	37	94	16	0	147	24	153	60	0	237	65	105	38	0	208	817
% Trucks + Buses	6.6	3.8	5	11.1	4.3	8	3.3	3.2	0	3.8	5.5	3.5	4.3	0	3.8	4.5	3.6	5.3	0	4.1	4



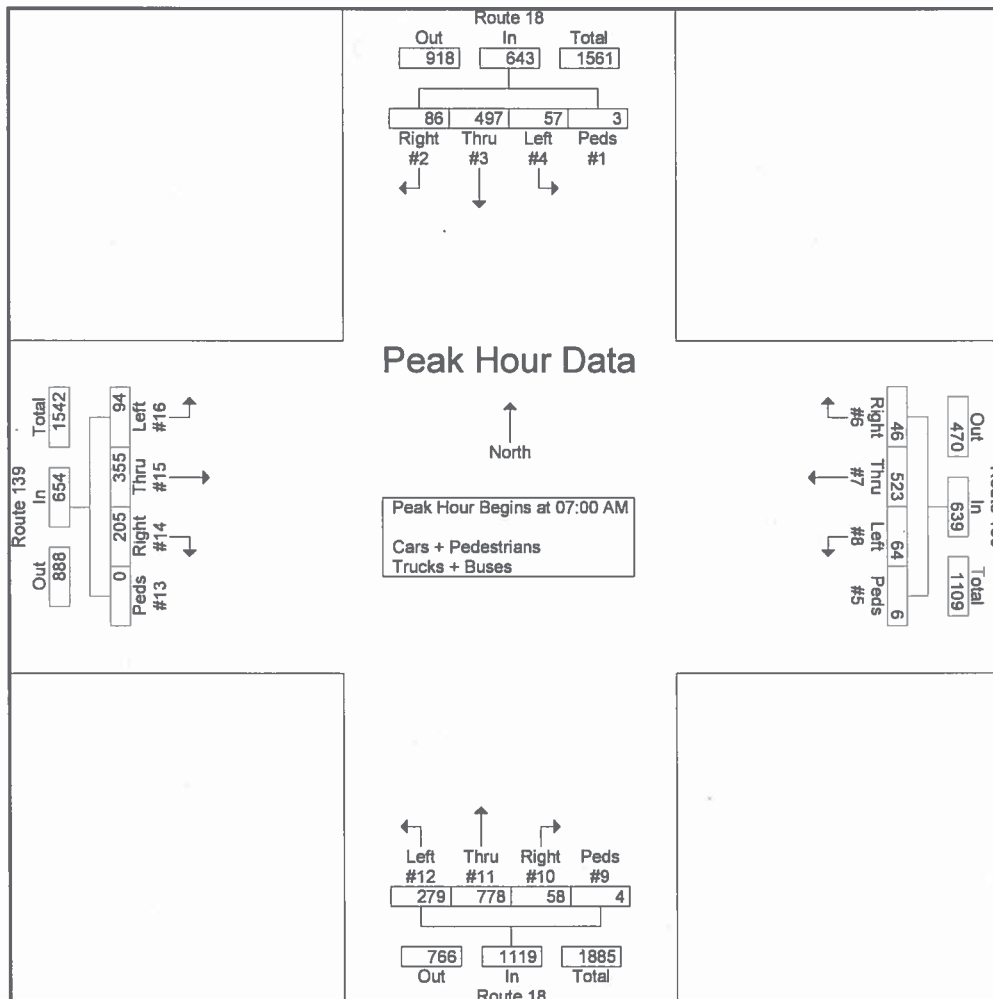
# Massachusetts Department of Transportation - Highway Division

## Statewide Traffic Data Collection

City/Town: Abington  
 Location: Route 18 & Route 139  
 Counter #: D4-1120, D4-2552  
 Project #: S11-023

File Name : S11-023 Abington  
 Site Code : 00011023  
 Start Date : 4/27/2011  
 Page No : 2

	Route 18 From North					Route 139 From East					Route 18 From South					Route 139 From West					
Start Time	Right #2	Thru #3	Left #4	Peds #1	App. Total	Right #6	Thru #7	Left #8	Peds #5	App. Total	Right #10	Thru #11	Left #12	Peds #9	App. Total	Right #14	Thru #15	Left #16	Peds #13	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	12	117	9	1	139	6	131	13	1	151	15	209	69	0	293	86	66	18	0	170	753
07:15 AM	18	128	15	1	162	15	138	17	3	173	19	221	72	4	316	56	81	25	0	162	813
07:30 AM	30	128	18	1	177	12	144	29	2	187	11	202	72	0	285	27	88	19	0	134	783
07:45 AM	26	124	15	0	165	13	110	5	0	128	13	146	66	0	225	36	120	32	0	188	706
Total Volume	86	497	57	3	643	46	523	64	6	639	58	778	279	4	1119	205	355	94	0	654	3055
% App. Total	13.4	77.3	8.9	0.5		7.2	81.8	10	0.9		5.2	69.5	24.9	0.4		31.3	54.3	14.4	0		
PHF	.717	.971	.792	.750	.908	.767	.908	.552	.500	.854	.763	.880	.969	.250	.885	.596	.740	.734	.000	.870	.939



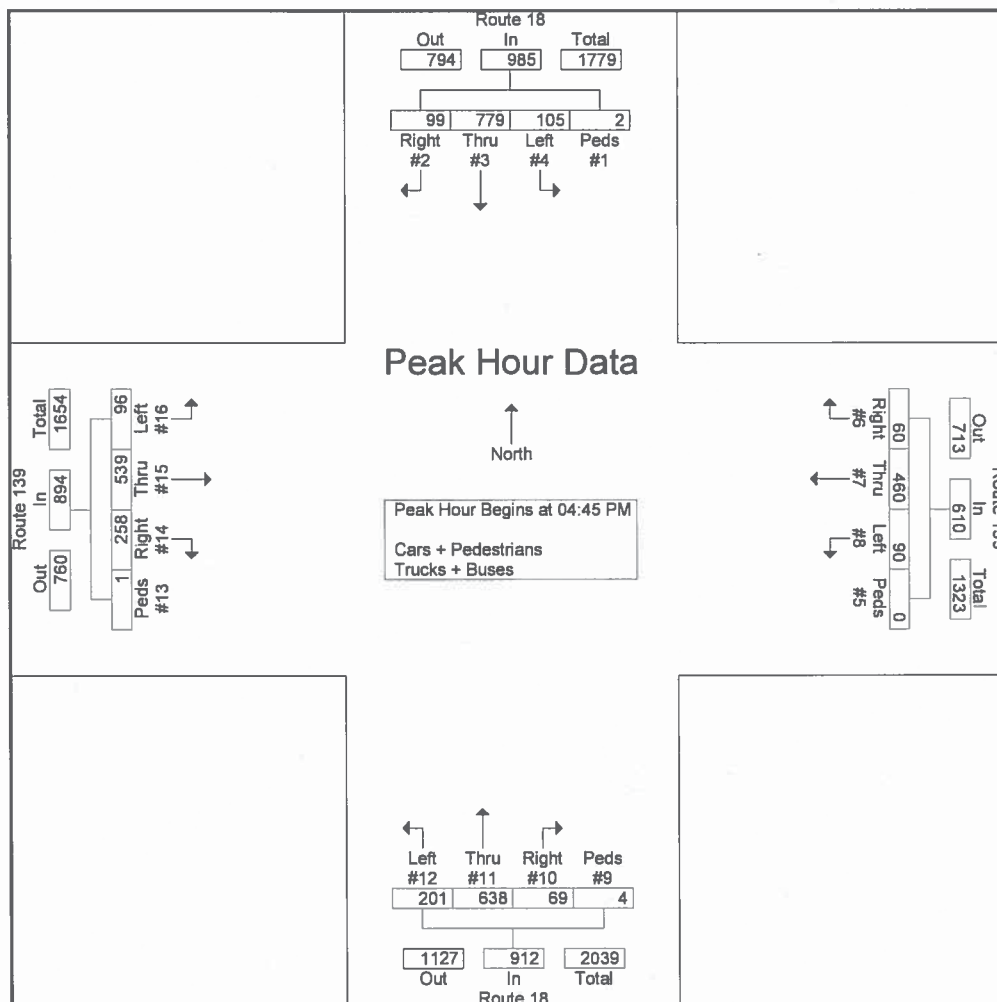
# Massachusetts Department of Transportation - Highway Division

## Statewide Traffic Data Collection

City/Town: Abington  
 Location: Route 18 & Route 139  
 Counter #: D4-1120, D4-2552  
 Project #: S11-023

File Name : S11-023 Abington  
 Site Code : 00011023  
 Start Date : 4/27/2011  
 Page No : 3

	Route 18 From North					Route 139 From East					Route 18 From South					Route 139 From West					
Start Time	Right #2	Thru #3	Left #4	Peds #1	App. Total	Right #6	Thru #7	Left #8	Peds #5	App. Total	Right #10	Thru #11	Left #12	Peds #9	App. Total	Right #14	Thru #15	Left #16	Peds #13	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	26	197	13	1	237	19	119	23	0	161	14	141	58	2	215	54	122	16	0	192	805
05:00 PM	18	174	32	1	225	18	110	24	0	152	24	166	42	0	232	74	146	30	0	250	859
05:15 PM	30	217	33	0	280	10	120	17	0	147	27	179	47	0	253	59	136	22	0	217	897
05:30 PM	25	191	27	0	243	13	111	26	0	150	4	152	54	2	212	71	135	28	1	235	840
Total Volume	99	779	105	2	985	60	460	90	0	610	69	638	201	4	912	258	539	96	1	894	3401
% App. Total	10.1	79.1	10.7	0.2		9.8	75.4	14.8	0		7.6	70	22	0.4		28.9	60.3	10.7	0.1		
PHF	.825	.897	.795	.500	.879	.789	.958	.865	.000	.947	.639	.891	.866	.500	.901	.872	.923	.800	.250	.894	.948



# Massachusetts Department of Transportation - Highway Division

## Statewide Traffic Data Collection

City/Town: Abington  
Location: Route 18 & Route 139  
Counter #: D4-1120, D4-2552  
Project #: S11-023

File Name : S11-023 Abington  
Site Code : 00011023  
Start Date : 4/27/2011  
Page No : 1

### Groups Printed- Cars + Pedestrians

	Route 18 From North					Route 139 From East					Route 18 From South					Route 139 From West					
Start Time	Right #2	Thru #3	Left #4	Peds #1	App. Total	Right #6	Thru #7	Left #8	Peds #5	App. Total	Right #10	Thru #11	Left #12	Peds #9	App. Total	Right #14	Thru #15	Left #16	Peds #13	App. Total	Int. Total
06:30 AM	20	69	8	1	98	14	145	4	0	163	12	167	69	0	248	17	60	23	0	100	609
06:45 AM	13	70	9	0	92	16	110	20	0	146	9	167	46	0	222	20	67	21	1	109	569
Total	33	139	17	1	190	30	255	24	0	309	21	334	115	0	470	37	127	44	1	209	1178
07:00 AM	9	117	8	1	135	4	129	13	1	147	15	198	66	0	279	83	59	17	0	159	720
07:15 AM	18	125	13	1	157	13	134	17	3	167	14	215	72	4	305	51	75	22	0	148	777
07:30 AM	27	126	14	0	167	10	139	26	2	177	11	192	68	0	271	26	83	19	0	128	743
07:45 AM	23	116	14	0	153	12	108	5	0	125	10	139	60	0	209	34	113	30	0	177	664
Total	77	484	49	2	612	39	510	61	6	616	50	744	266	4	1064	194	330	88	0	612	2904
08:00 AM	20	120	9	0	149	11	98	6	0	115	8	167	73	0	248	34	95	24	0	153	665
08:15 AM	12	110	20	0	142	18	128	14	0	160	16	165	42	0	223	28	102	26	0	156	681
08:30 AM	14	102	10	0	126	15	69	12	0	96	13	158	40	0	211	29	84	29	0	142	575
08:45 AM	23	107	19	0	149	16	85	17	0	118	11	158	34	0	203	46	72	27	0	145	615
Total	69	439	58	0	566	60	380	49	0	489	48	648	189	0	885	137	353	106	0	596	2536
09:00 AM	16	94	8	1	119	10	77	20	0	107	21	146	46	0	213	40	75	20	0	135	574
09:15 AM	13	109	9	0	131	10	68	14	0	92	13	162	43	0	218	32	63	19	0	114	555
*** BREAK ***																					
Total	29	203	17	1	250	20	145	34	0	199	34	308	89	0	431	72	138	39	0	249	1129
*** BREAK ***																					
02:30 PM	16	153	13	0	182	17	79	21	0	117	28	134	43	0	205	65	111	20	0	196	700
02:45 PM	17	158	20	1	196	19	79	27	0	125	9	131	46	0	186	78	84	32	0	194	701
Total	33	311	33	1	378	36	158	48	0	242	37	265	89	0	391	143	195	52	0	390	1401
03:00 PM	14	147	18	4	183	20	69	12	0	101	16	146	37	0	199	34	75	21	1	131	614
03:15 PM	22	179	19	0	220	12	94	21	0	127	16	148	50	1	215	46	93	25	1	165	727
03:30 PM	20	150	19	0	189	11	83	30	0	124	19	131	56	0	206	62	107	20	0	189	708
03:45 PM	23	150	19	0	192	12	97	25	2	136	16	130	44	2	192	56	115	27	0	198	718
Total	79	626	75	4	784	55	343	88	2	488	67	555	187	3	812	198	390	93	2	683	2767
04:00 PM	18	184	14	1	217	20	70	13	1	104	14	141	54	3	212	52	114	19	0	185	718
04:15 PM	30	197	20	0	247	19	105	23	1	148	15	141	36	3	195	56	115	26	1	198	788
04:30 PM	15	157	17	1	190	21	99	10	2	132	14	116	39	3	172	48	131	24	0	203	697
04:45 PM	24	189	13	1	227	18	116	22	0	156	14	138	56	2	210	50	121	16	0	187	780
Total	87	727	64	3	881	78	390	68	4	540	57	536	185	11	789	206	481	85	1	773	2983
05:00 PM	18	170	32	1	221	17	107	24	0	148	23	160	41	0	224	70	142	28	0	240	833
05:15 PM	28	211	32	0	271	9	117	17	0	143	26	175	46	0	247	57	134	22	0	213	874
05:30 PM	24	188	25	0	237	12	108	25	0	145	4	149	52	2	207	71	132	26	1	230	819
05:45 PM	25	173	26	1	225	29	90	19	6	144	14	134	26	0	174	73	137	24	0	234	777
Total	95	742	115	2	954	67	422	85	6	580	67	618	165	2	852	271	545	100	1	917	3303
06:00 PM	32	181	24	2	239	17	62	16	3	98	18	133	32	4	187	63	129	32	1	225	749
06:15 PM	20	160	22	0	202	26	70	15	0	111	15	129	32	0	176	60	132	34	0	226	715
Grand Total	554	4012	474	16	5056	428	2735	488	21	3672	414	4270	1349	24	6057	1381	2820	673	6	4880	19665
Approch %	11	79.4	9.4	0.3		11.7	74.5	13.3	0.6		6.8	70.5	22.3	0.4		28.3	57.8	13.8	0.1		
Total %	2.8	20.4	2.4	0.1	25.7	2.2	13.9	2.5	0.1	18.7	2.1	21.7	6.9	0.1	30.8	7	14.3	3.4	0	24.8	

# Massachusetts Department of Transportation - Highway Division

## Statewide Traffic Data Collection

City/Town: Abington  
Location: Route 18 & Route 139  
Counter #: D4-1120, D4-2552  
Project #: S11-023

File Name : S11-023 Abington  
Site Code : 00011023  
Start Date : 4/27/2011  
Page No : 1

### Groups Printed- Trucks + Buses

	Route 18 From North					Route 139 From East					Route 18 From South					Route 139 From West					
Start Time	Right #2	Thru #3	Left #4	Peds #1	App. Total	Right #6	Thru #7	Left #8	Peds #5	App. Total	Right #10	Thru #11	Left #12	Peds #9	App. Total	Right #14	Thru #15	Left #16	Peds #13	App. Total	Int. Total
06:30 AM	2	4	2	0	8	2	6	1	0	9	1	9	2	0	12	1	2	0	0	3	32
06:45 AM	5	5	1	0	11	1	2	0	0	3	0	13	1	0	14	2	4	0	0	6	34
Total	7	9	3	0	19	3	8	1	0	12	1	22	3	0	26	3	6	0	0	9	66
07:00 AM	3	0	1	0	4	2	2	0	0	4	0	11	3	0	14	3	7	1	0	11	33
07:15 AM	0	3	2	0	5	2	4	0	0	6	5	6	0	0	11	5	6	3	0	14	36
07:30 AM	3	2	4	1	10	2	5	3	0	10	0	10	4	0	14	1	5	0	0	6	40
07:45 AM	3	8	1	0	12	1	2	0	0	3	3	7	6	0	16	2	7	2	0	11	42
Total	9	13	8	1	31	7	13	3	0	23	8	34	13	0	55	11	25	6	0	42	151
08:00 AM	1	6	0	0	7	2	5	0	0	7	0	8	4	0	12	2	10	4	0	16	42
08:15 AM	7	7	1	0	15	1	6	2	0	9	1	9	5	0	15	2	1	1	0	4	43
08:30 AM	1	8	0	0	9	1	0	0	0	1	1	5	2	0	8	0	5	2	0	7	25
08:45 AM	0	7	2	0	9	1	1	0	0	2	1	5	2	0	8	2	7	0	0	9	28
Total	9	28	3	0	40	5	12	2	0	19	3	27	13	0	43	6	23	7	0	36	138
09:00 AM	1	7	1	1	10	0	4	1	0	5	0	8	0	0	8	1	1	4	0	6	29
09:15 AM	1	8	0	0	9	0	7	1	0	8	1	3	2	0	6	3	2	1	0	6	29
*** BREAK ***																					
Total	2	15	1	1	19	0	11	2	0	13	1	11	2	0	14	4	3	5	0	12	58
*** BREAK ***																					
02:30 PM	1	5	1	0	7	1	3	0	0	4	0	1	3	0	4	9	2	1	0	12	27
02:45 PM	0	8	0	0	8	2	3	1	0	6	1	4	6	0	11	4	5	1	0	10	35
Total	1	13	1	0	15	3	6	1	0	10	1	5	9	0	15	13	7	2	0	22	62
03:00 PM	1	7	0	0	8	2	0	0	0	2	0	5	1	0	6	2	4	0	0	6	22
03:15 PM	1	7	0	0	8	1	2	0	0	3	1	5	2	0	8	2	5	1	0	8	27
03:30 PM	1	12	0	0	13	6	6	1	0	13	1	6	1	0	8	0	2	3	0	5	39
03:45 PM	0	11	1	0	12	1	5	0	0	6	2	4	1	0	7	2	2	5	0	9	34
Total	3	37	1	0	41	10	13	1	0	24	4	20	5	0	29	6	13	9	0	28	122
04:00 PM	1	7	1	0	9	1	1	3	0	5	3	3	3	0	9	2	3	2	0	7	30
04:15 PM	0	5	2	0	7	2	4	0	0	6	0	7	2	0	9	4	3	0	0	7	29
04:30 PM	1	3	1	0	5	1	2	1	0	4	1	3	1	0	5	2	5	0	0	7	21
04:45 PM	2	8	0	0	10	1	3	1	0	5	0	3	2	0	5	4	1	0	0	5	25
Total	4	23	4	0	31	5	10	5	0	20	4	16	8	0	28	12	12	2	0	26	105
05:00 PM	0	4	0	0	4	1	3	0	0	4	1	6	1	0	8	4	4	2	0	10	26
05:15 PM	2	6	1	0	9	1	3	0	0	4	1	4	1	0	6	2	2	0	0	4	23
05:30 PM	1	3	2	0	6	1	3	1	0	5	0	3	2	0	5	0	3	2	0	5	21
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	4	2	0	6	12
Total	3	14	3	0	20	3	12	1	0	16	2	15	4	0	21	6	13	6	0	25	82
06:00 PM	1	2	0	0	3	0	6	0	0	6	0	1	0	0	1	2	1	0	0	3	13
06:15 PM	0	5	1	0	6	1	3	0	0	4	0	2	3	0	5	2	2	1	0	5	20
Grand Total	39	159	25	2	225	37	94	16	0	147	24	153	60	0	237	65	105	38	0	208	817
Apprch %	17.3	70.7	11.1	0.9		25.2	63.9	10.9	0		10.1	64.6	25.3	0		31.2	50.5	18.3	0		
Total %	4.8	19.5	3.1	0.2	27.5	4.5	11.5	2	0	18	2.9	18.7	7.3	0	29	8	12.9	4.7	0	25.5	

# Massachusetts Department of Transportation - Highway Division

## Statewide Traffic Data Collection

City/Town: Abington  
 Location: Route 18 & Route 139  
 Counter #: D4-1120, D4-2552  
 Project #: S11-023

File Name : S11-023 Abington  
 Site Code : 00011023  
 Start Date : 4/27/2011  
 Page No : 1

### Groups Printed- Bicycles

	Route 18 From North					Route 139 From East					Route 18 From South					Route 139 From West					
Start Time	Right #2	Thru #3	Left #4	Peds #1	App. Total	Right #6	Thru #7	Left #8	Peds #5	App. Total	Right #10	Thru #11	Left #12	Peds #9	App. Total	Right #14	Thru #15	Left #16	Peds #13	App. Total	Int. Total
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	1	0	0	1	0	5	0	0	5	0	0	0	1	1	1	3	0	0	4	11
Apprch %	0	100	0	0		0	100	0	0		0	0	0	100		25	75	0	0		
Total %	0	9.1	0	0	9.1	0	45.5	0	0	45.5	0	0	0	9.1	9.1	9.1	27.3	0	0	36.4	



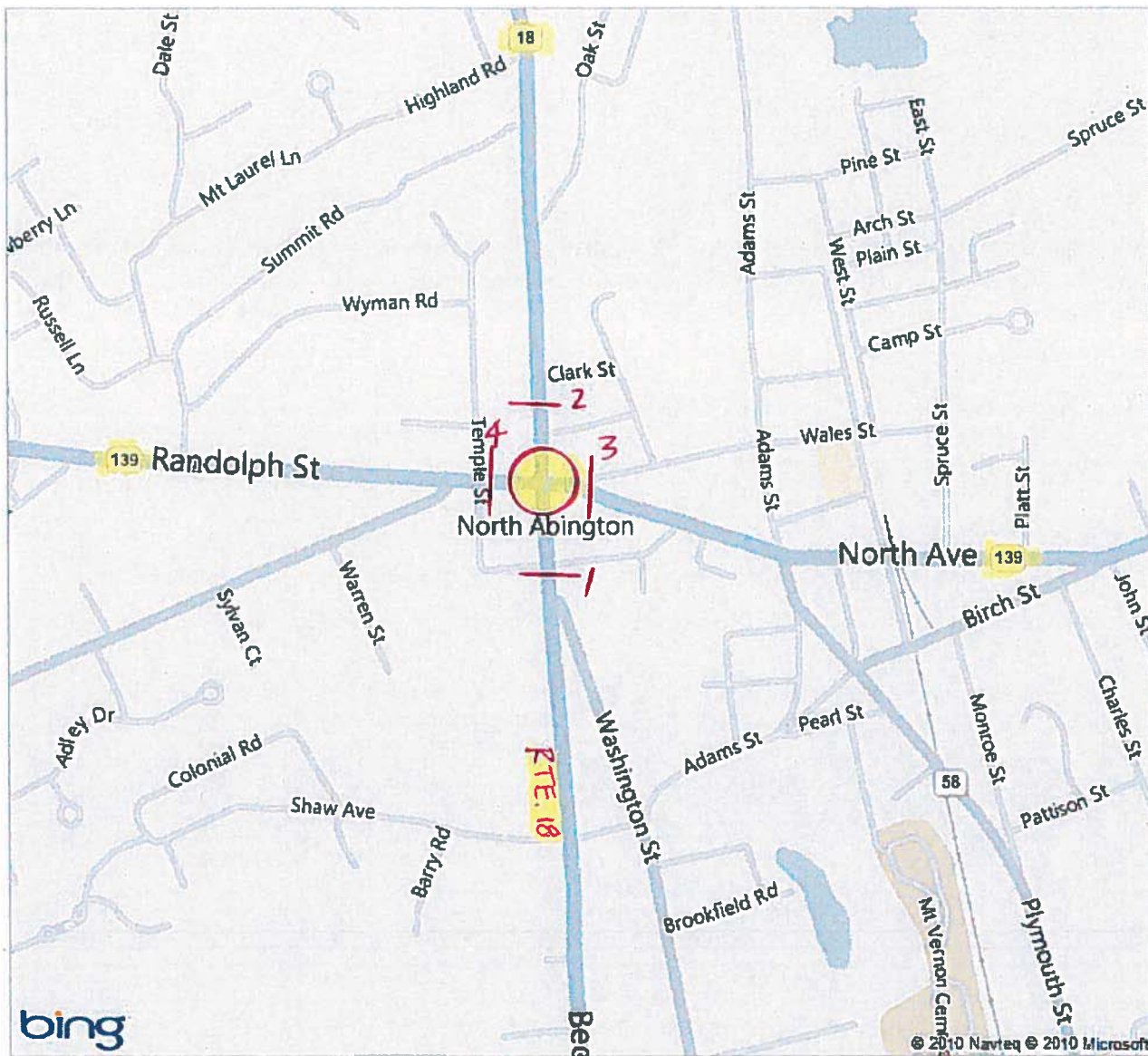
Bing Maps

Abington, MA

My Notes

TDC PROJECT #  
S11-023  
ABINGTON

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businesses & more! 800-BING-411





Mass Highway Department  
WEEKLY SUMMARY FOR LANE 1  
Starting: 4/25/2011

Page: 1

Site Reference: 011023000452  
Site ID: 000000000101  
Location: RTE. 18 SOUTH OF RTE. 139  
Direction: NORTH

STA. 1NB

File: 101.prn  
City: ABINGTON  
County: VOL N.B.

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		50	46	61		52			52	157
02:00		29	32	33		31			31	94
03:00		22	28	25		25			25	75
04:00		42	51	41		44			44	134
05:00		159	158	159		158			158	476
06:00		569	545	545		553			553	1659
07:00		965	920	935		940			940	2820
08:00		1262	1297	1350		1303			1303	3909
09:00		1018	1034	1036		1029			1029	3088
10:00		854	865	880		866			866	2599
11:00		680	688	692		686			686	2060
12:00		742	775			758			758	1517
13:00		827	822			824			824	1649
14:00	766	778	796			780			780	2340
15:00	930	885	909			908			908	2724
16:00	838	907	877			874			874	2622
17:00	812	860	867			846			846	2539
18:00	884	952	894			910			910	2730
19:00	648	742	725			705			705	2115
20:00	608	599	570			592			592	1777
21:00	399	449	445			431			431	1293
22:00	279	344	310			311			311	933
23:00	215	252	267			244			244	734
24:00	93	132	117			114			114	342

TOTALS	6472	14119	14038	5757	0	13984	0	0	13984	40386
% AVG WKDY	46.2	100.9	100.3	41.1						
% AVG WEEK	46.2	100.9	100.3	41.1						
AM Times		08:00	08:00	08:00		08:00			08:00	
AM Peaks		1262	1297	1350		1303			1303	
PM Times	15:00	18:00	15:00			18:00			18:00	
PM Peaks	930	952	909			910			910	

43

NB 13984

SB 14035

COMB AWD 28019

FAC .93 (.97)

COMB ADT 25,300

Mass Highway Department  
WEEKLY SUMMARY FOR LANE 1  
Starting: 4/25/2011

Page: 1

STA. 15B

Site Reference: 011023000863  
Site ID: 000000000102  
Location: RTE. 18 SOUTH OF RTE. 139  
Direction: SOUTH

File: 102.prn  
City: ABINGTON  
County: VOL S.B.

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		104	106	122		110			110	332
02:00		29	60	53		47			47	142
03:00		26	31	31		29			29	88
04:00		22	28	31		27			27	81
05:00		45	40	45		43			43	130
06:00		140	137	139		138			138	416
07:00		335	362	374		357			357	1071
08:00		863	908	881		884			884	2652
09:00		683	693	749		708			708	2125
10:00		660	751	710		707			707	2121
11:00		680	694	704		692			692	2078
12:00		753	795			774			774	1548
13:00		783	809			796			796	1592
14:00	890	861	849			866			866	2600
15:00	958	1059	1080			1032			1032	3097
16:00	1045	1121	1139			1101			1101	3305
17:00	1132	1164	1189			1161			1161	3485
18:00	1203	1268	1245			1238			1238	3716
19:00	992	1155	1066			1071			1071	3213
20:00	769	790	758			772			772	2317
21:00	536	597	591			574			574	1724
22:00	331	427	403			387			387	1161
23:00	236	330	301			289			289	867
24:00	200	236	261			232			232	697

TOTALS	8292	14131	14296	3839	0	14035	0	0	14035	40558
% AVG WKDY	59	100.6	101.8	27.3						
% AVG WEEK	59	100.6	101.8	27.3						
AM Times		08:00	08:00	08:00		08:00			08:00	
AM Peaks		863	908	881		884			884	
PM Times	18:00	18:00	18:00			18:00			18:00	
PM Peaks	1203	1268	1245			1238			1238	

Mass Highway Department  
WEEKLY SUMMARY FOR LANE 1  
Starting: 4/25/2011

Page: 1

STA. 2 NB

Site Reference: 011023000803  
Site ID: 000000020102  
Location: RTE. 18 NORTH OF RTE. 139  
Direction: NORTH

File: 20102.prn  
City: ABINGTON  
County: DIR VOL N&S

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		45	41	47		44			44	133
02:00		28	28	29		28			28	85
03:00		23	33	25		27			27	81
04:00		39	51	39		43			43	129
05:00		149	136	146		143			143	431
06:00		565	535	528		542			542	1628
07:00		820	811	812		814			814	2443
08:00		1028	999	1084		1037			1037	3111
09:00		883	939	908		910			910	2730
10:00		760	779	830		789			789	2369
11:00		638	658	664		653			653	1960
12:00		690	687			688			688	1377
13:00		773	702			737			737	1475
14:00	698	658	685			680			680	2041
15:00	768	749	740			752			752	2257
16:00	760	769	765			764			764	2294
17:00	701	743	756			733			733	2200
18:00	737	755	824			772			772	2316
19:00	599	666	710			658			658	1975
20:00	518	518	517			517			517	1553
21:00	365	392	388			381			381	1145
22:00	229	290	260			259			259	779
23:00	201	245	216			220			220	662
24:00	80	117	107			101			101	304

TOTALS	5656	12343	12367	5112	0	12292	0	0	12292	35478
--------	------	-------	-------	------	---	-------	---	---	-------	-------

% AVG WKDY	46	100.4	100.6	41.5
% AVG WEEK	46	100.4	100.6	41.5

AM Times		08:00	08:00	08:00	08:00	08:00
AM Peaks		1028	999	1084	1037	1037

PM Times	15:00	13:00	18:00	18:00	18:00
PM Peaks	768	773	824	772	772

43

NB 12292

SB 10860

COMB AWD 23152

FAC .93(.97)

COMB ADT 20,900

Mass Highway Department  
WEEKLY SUMMARY FOR LANE 2  
Starting: 4/25/2011

Page: 2

STA. 2 SB

Site Reference: 011023000803  
Site ID: 000000020102  
Location: RTE. 18 NORTH OF RTE. 139  
Direction: SOUTH

File: 20102.prn  
City: ABINGTON  
County: DIR VOL N&S

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		88	95	109		97			97	292
02:00		29	48	53		43			43	130
03:00		26	24	24		24			24	74
04:00		27	32	33		30			30	92
05:00		45	34	35		38			38	114
06:00		123	119	119		120			120	361
07:00		290	328	325		314			314	943
08:00		585	556	571		570			570	1712
09:00		543	538	551		544			544	1632
10:00		467	556	533		518			518	1556
11:00		540	549	570		553			553	1659
12:00		604	609			606			606	1213
13:00		633	643			638			638	1276
14:00	697	694	684			691			691	2075
15:00	698	738	766			734			734	2202
16:00	801	799	798			799			799	2398
17:00	817	825	837			826			826	2479
18:00	870	749	884			834			834	2503
19:00	782	841	810			811			811	2433
20:00	614	663	693			656			656	1970
21:00	538	560	549			549			549	1647
22:00	339	387	386			370			370	1112
23:00	232	298	292			274			274	822
24:00	201	212	250			221			221	663
<hr/>										
TOTALS	6589	10766	11080	2923	0	10860	0	0	10860	31358
<hr/>										
% AVG WKDY	60.6	99.1	102	26.9						
% AVG WEEK	60.6	99.1	102	26.9						
<hr/>										
AM Times		12:00	12:00	08:00		12:00			12:00	
AM Peaks		604	609	571		606			606	
<hr/>										
PM Times	18:00	19:00	18:00			18:00			18:00	
PM Peaks	870	841	884			834			834	

Mass Highway Department  
WEEKLY SUMMARY FOR LANE 1  
Starting: 4/25/2011

Page: 1

Site Reference: 011023000899  
Site ID: 000000000303  
Location: RTE. 139 EAST OF RTE. 18  
Direction: EAST

STA. 3 EB

File: 303.prn  
City: ABINGTON  
County: VOL E.B.

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		29	41	37		35			35	107
02:00		7	26	27		20			20	60
03:00		15	21	8		14			14	44
04:00		8	19	17		14			14	44
05:00		29	25	27		27			27	81
06:00		98	89	91		92			92	278
07:00		266	266	275		269			269	807
08:00		449	465	411		441			441	1325
09:00		428	459	463		450			450	1350
10:00		291	332	342		321			321	965
11:00		325	311	317		317			317	953
12:00		341	370			355			355	711
13:00		369	367			368			368	736
14:00	335	376	365			358			358	1076
15:00	460	470	478			469			469	1408
16:00	521	545	558			541			541	1624
17:00	588	571	593			584			584	1752
18:00	626	632	697			651			651	1955
19:00	465	537	521			507			507	1523
20:00	362	377	360			366			366	1099
21:00	262	246	222			243			243	730
22:00	164	184	195			181			181	543
23:00	91	112	128			110			110	331
24:00	73	63	77			71			71	213

TOTALS	3947	6768	6985	2015	0	6804	0	0	6804	19715
% AVG WKDY	58	99.4	102.6	29.6						
% AVG WEEK	58	99.4	102.6	29.6						
AM Times		08:00	08:00	09:00		09:00			09:00	
AM Peaks		449	465	463		450			450	
PM Times	18:00	18:00	18:00			18:00			18:00	
PM Peaks	626	632	697			651			651	

45  
EB 6804  
WB 9498  
COMB AWD 16302  
FAC .93(.98)  
COMB ADT 14,900

Mass Highway Department  
WEEKLY SUMMARY FOR LANE 1  
Starting: 4/25/2011

Page: 1

Site Reference: 011023000422  
Site ID: 000000000304  
Location: RTE. 139 EAST OF RTE. 18  
Direction: WEST

STA 13WB

File: 304.prn  
City: ABINGTON  
County: VOL W.B.

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		39	70	49		52			52	158
02:00		15	27	27		23			23	69
03:00		18	20	25		21			21	63
04:00		20	23	18		20			20	61
05:00		64	72	72		69			69	208
06:00		274	278	278		276			276	830
07:00		677	688	687		684			684	2052
08:00		840	823	846		836			836	2509
09:00		765	755	761		760			760	2281
10:00		515	511	535		520			520	1561
11:00		468	481	534		494			494	1483
12:00		499	448			473			473	947
13:00		524	498			511			511	1022
14:00	500	472	490			487			487	1462
15:00	571	578	575			574			574	1724
16:00	599	635	631			621			621	1865
17:00	565	619	673			619			619	1857
18:00	629	619	681			643			643	1929
19:00	488	580	583			550			550	1651
20:00	477	465	457			466			466	1399
21:00	334	315	346			331			331	995
22:00	200	239	198			212			212	637
23:00	131	190	150			157			157	471
24:00	104	102	92			99			99	298
-----										
TOTALS	4598	9532	9570	3832	0	9498	0	0	9498	27532
-----										
% AVG WKDY	48.4	100.3	100.7	40.3						
% AVG WEEK	48.4	100.3	100.7	40.3						
-----										
AM Times		08:00	08:00	08:00		08:00			08:00	
AM Peaks		840	823	846		836			836	
-----										
PM Times	18:00	16:00	18:00			18:00			18:00	
PM Peaks	629	635	681			643			643	



Mass Highway Department  
WEEKLY SUMMARY FOR LANE 1  
Starting: 4/25/2011

Page: 1

STA. 4 EB

Site Reference: 011023000455  
Site ID: 000000040304  
Location: RTE. 139 WEST OF RTE. 18  
Direction: EAST

File: 40304.prn  
City: ABINGTON  
County: VOL E.B.

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		48	48	56		50			50	152
02:00		16	33	33		27			27	82
03:00		17	34	18		23			23	69
04:00		12	19	21		17			17	52
05:00		43	44	47		44			44	134
06:00		152	155	148		151			151	455
07:00		353	371	365		363			363	1089
08:00		695	686	672		684			684	2053
09:00		628	634	654		638			638	1916
10:00		491	505	474		490			490	1470
11:00		463	454	427		448			448	1344
12:00		464	511			487			487	975
13:00		512	505			508			508	1017
14:00	526	525	502			517			517	1553
15:00	696	704	745			715			715	2145
16:00	753	801	767			773			773	2321
17:00	830	821	830			827			827	2481
18:00	875	837	945			885			885	2657
19:00	696	812	788			765			765	2296
20:00	508	557	469			511			511	1534
21:00	307	277	298			294			294	882
22:00	197	241	237			225			225	675
23:00	114	168	172			151			151	454
24:00	92	97	93			94			94	282

TOTALS	5594	9734	9845	2915	0	9687	0	0	9687	28088
% AVG WKDY	57.7	100.4	101.6	30						
% AVG WEEK	57.7	100.4	101.6	30						
AM Times		08:00	08:00	08:00		08:00			08:00	
AM Peaks		695	686	672		684			684	
PM Times	18:00	18:00	18:00			18:00			18:00	
PM Peaks	875	837	945			885			885	

43

EB 9687

WB 9879

COMB AWD 19566

FAC .93(.97)

COMB ADT 17,700

Mass Highway Department  
WEEKLY SUMMARY FOR LANE 2  
Starting: 4/25/2011

Page: 2

STA. 4 WB

Site Reference: 011023000455  
Site ID: 000000040304  
Location: RTE. 139 WEST OF RTE. 18  
Direction: WEST

File: 40304.prn  
City: ABINGTON  
County: VOL E.B.

TIME	MON 25	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		37	56	68		53			53	161
02:00		23	25	29		25			25	77
03:00		11	18	21		16			16	50
04:00		26	26	25		25			25	77
05:00		58	77	57		64			64	192
06:00		262	253	288		267			267	803
07:00		771	758	732		753			753	2261
08:00		1006	988	971		988			988	2965
09:00		861	780	809		816			816	2450
10:00		512	516	490		506			506	1518
11:00		417	445	451		437			437	1313
12:00		417	431			424			424	848
13:00		491	470			480			480	961
14:00	481	467	533			493			493	1481
15:00	655	588	623			622			622	1866
16:00	593	651	667			637			637	1911
17:00	630	672	715			672			672	2017
18:00	699	692	704			698			698	2095
19:00	493	581	551			541			541	1625
20:00	469	501	489			486			486	1459
21:00	357	327	372			352			352	1056
22:00	230	271	227			242			242	728
23:00	148	180	195			174			174	523
24:00	118	103	105			108			108	326
TOTALS	4873	9925	10024	3941	0	9879	0	0	9879	28763
% AVG WKDY	49.3	100.4	101.4	39.8						
% AVG WEEK	49.3	100.4	101.4	39.8						
AM Times		08:00	08:00	08:00		08:00			08:00	
AM Peaks		1006	988	971		988			988	
PM Times	18:00	18:00	17:00			18:00			18:00	
PM Peaks	699	692	715			698			698	

December 26 , 1972

THE COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 769

Highway Location: WEYMOUTH, ABINGTON, WHITMAN,  
EAST BRIDGEWATER, BRIDGEWATER,  
MIDDLEBOROUGH, LAKEVILLE  
AND FREETOWN

Authority In Control: COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF PUBLIC WORKS

Name of Highway: WEYMOUTH-STATE HIGHWAY-Route 18  
ABINGTON-STATE HIGHWAY-Route 18  
WHITMAN- STATE HIGHWAY-Route 18  
EAST BRIDGEWATER-STATE HIGHWAY-Route 18  
BRIDGEWATER-STATE HIGHWAY-Route 18  
MIDDLEBOROUGH-STATE HIGHWAY-Route 18  
LAKEVILLE-STATE HIGHWAY-Route 18  
FREETOWN-STATE HIGHWAY-Route 18

In accordance with the provisions of Section 18 Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated.

Special Speed Regulations Numbered 318, 318A, 318B and 483 dated February 16, 1966, August 10, 1966, May 11, 1970 and September 23, 1969 respectively are hereby amended by striking out the Regulations in their entireties and inserting in place thereof the following revision and addenda.

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

SOUTHBOUND

Beginning in Weymouth 385 feet south of the junction of 53

Thence southerly

0.66 miles at 40 miles per hour	
0.39 " " 45 " " "	
1.64 " " 35 " " "	
1.07 " " 40 " " "	
0.40 " " 45 " " "	to the Abington

line.

Thence southerly in Abington

1.08 miles at 45 miles per hour	
0.28 " " 35 " " "	
1.09 " " 45 " " "	
0.68 " " 35 " " "	
0.52 " " 45 " " "	to the Whitman

line.

Thence southerly in Whitman

0.67 miles at 45 miles per hour	
0.40 " " 35 " " "	
0.44 " " 40 " " "	
0.25 " " 35 " " "	
0.47 " " 45 " " "	
0.08 " " 50 " " "	to the East Bridgewater

line.

Thence southerly in East Bridgewater

0.58 miles at 50 miles per hour	
1.27 " " 45 " " "	
0.37 " " 30 " " "	
0.87 " " 45 " " "	
0.48 " " 40 " " "	
0.20 " " 50 " " "	to the Bridgewater line.

Thence southerly in Bridgewater

0.29 miles at 50 miles per hour	
0.35 " " 45 " " "	
0.39 " " 40 " " "	to the end of

State Highway north of Town.

Beginning again in Middleborough 280 feet south of the Bedford Street Circle

Thence southerly

0.36 miles at 45 miles per hour	
0.24 " " 50 " " "	to the Lakeville line.

Thence southerly in Lakeville

1.34 miles at 50 miles per hour	
0.22 " " 45 " " "	
1.65 " " 50 " " "	
1.09 " " 40 " " "	
0.36 " " 35 " " "	
1.35 " " 45 " " "	
0.14 " " 25 " " "	
0.46 " " 40 " " "	
1.46 " " 45 " " "	to the Freetown line.

Thence southerly in Freetown

0.70 miles at 45 miles per hour

0.58 " " 35 " " "

1.01 " " 45 " " "

0.77 " " 40 " " "

0.17 " " 30 " " "

0.39 " " 45 " " " ending at the

New Bedford City line, the total distance being 27.21 miles.

#### NORTHBOUND

Beginning in Freetown at the Freetown New Bedford line

Thence northerly in Freetown

0.43 miles at 45 miles per hour

0.89 " " 40 " " "

1.01 " " 45 " " "

0.58 " " 35 " " "

0.70 " " 45 " " " to the Lakeville line.

Thence northerly in Lakeville

1.46 miles at 45 miles per hour

0.46 " " 40 " " "

0.14 " " 25 " " "

1.35 " " 45 " " "

0.36 " " 35 " " "

1.07 " " 40 " " "

1.68 " " 50 " " "

0.21 " " 45 " " "

1.34 " " 50 " " " to the Middleborough

line.

Thence northerly in Middleborough

0.24 miles at 50 miles per hour

0.36 " " 45 " " "

0.05 " " 25 " " " to the Bedford Street

Circle.

Beginning again in Bridgewater, north of Town, at the beginning of State Highway

Thence northerly

0.43 miles at 40 miles per hour

0.35 " " 45 " " "

0.29 " " 50 " " " to the East

Bridgewater line.

## Thence northerly in East Bridgewater

0.20 miles	at	50 miles per hour	
0.48	" "	40	" " "
0.87	" "	45	" " "
0.37	" "	30	" " "
1.27	" "	45	" " "
0.58	" "	50	" " "

to the Whitman line.

## Thence northerly in Whitman

0.08 miles	at	50 miles per hour	
0.45	" "	45	" " "
0.27	" "	35	" " "
0.44	" "	40	" " "
0.39	" "	35	" " "
0.67	" "	45	" " "

to the Abington

line.

## Thence northerly in Abington

0.52 miles	at	45 miles per hour	
0.68	" "	35	" " "
1.09	" "	45	" " "
0.28	" "	35	" " "
1.08	" "	45	" " "

to the Weymouth

line.

## Thence northerly in Weymouth

0.38 miles	at	45 miles per hour	
1.09	" "	40	" " "
1.64	" "	35	" " "
0.44	" "	45	" " "
0.69	" "	40	" " "

ending at the

junction of Route 53; the total distance being, 27.36 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense, Section 14 of Chapter 90.



The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

Standard signs must be erected at the beginning of each zone.

DATE: December 26, 1972

FOR THE DEPARTMENT OF PUBLIC WORKS

BY:

  
Traffic Engineer

  
Registrar of Motor Vehicles

March 13, 1979

TOWN OF ABINGTON  
SPECIAL SPEED REGULATION NO. 568-A

Highway Location: ABINGTON  
Authority In Control: TOWN OF ABINGTON  
Name of Highway: ROUTE 139

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted  
by the Board of Selectmen  
of the Town of Abington

Special Speed Regulation number 568 dated October 9, 1970 is hereby amended by striking out the regulation in its entirety and inserting in place thereof the following revision and addenda.

That the following speed limits are established at which motor vehicles may be operated in the areas described:

ROUTE 139 - EASTBOUND

Beginning at the Weymouth Town Line  
Thence easterly on Route 139

0.41 miles at 40 miles per hour
0.43 " " 35 " " "
0.57 " " 40 " " "
0.38 " " 30 " " "
0.27 " " 25 " " "
0.30 " " 35 " " "

ending at the Rockland Town Line; the total distance being 2.36 miles.

ROUTE 139 - WESTBOUND

Beginning at the Rockland Town Line  
Thence westerly on Route 139

0.30 miles at 35 miles per hour
0.22 " " 25 " " "
0.38 " " 30 " " "
0.62 " " 40 " " "
0.43 " " 35 " " "
0.41 " " 40 " " "

ending at the Weymouth Town Line; the total distance being 2.36 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

FEB 2 1979



The provisions of this regulation shall not, however, abrogate in any sense Chapter 90, Section 14, of the General Laws (Ter. Ed).

Date of Passage February 12, 1979

Robert E. Evers  
James J. Dunning  
Robert E. Collett  
Robert E. Dunning  
Board of Selectmen

Attest

Maddie E. Ahearn  
Town Clerk

COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 568-A

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interests.

Standard signs must be erected at the beginning of each zone.

DATE: March 13, 1979

FOR THE DEPARTMENT OF PUBLIC WORKS

BY:

W. H. Hanton  
Traffic Engineer

E. P. P. P. P.  
Chief Deputy Registrar

FEB 2 1979